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THE GAZETTE OF THE LAND
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NAVY

SPOKESMAN OF THE SERVICES
SINCE 1863

JOURNAL

Washington, D. C., July 18, 1936

ONE YEAR, SERVICE INDIVIDUALS \$4.00
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This Week—

By M. I. N. I.

Recognizing the hiatus in American lighter-than-air development, a committee of business men recommended that both commercial and naval construction and operation of rigid airships be "immediately publicized, recognized, and vigorously prosecuted." Restoration of the Los Angeles to flying status pending further construction also is urged. Popular and scientific thought are growing in this direction. How long will the Navy hold back?

Officers of the Army, Navy and Marine Corps fortunate enough to have taken the excellent course of study at the Quartermaster Corps Subsistence School will prize their diplomas more highly now that the school has been abolished. Also the valuable bulletins on food analysis and methods of testing will be missed.

The eyes of the nation will be centered on the Second Division today as Maj. Gen. James G. Harbord leads the veterans of that outfit in dedicating the memorial in Washington to its heroic dead.

Removal of American troops from their present station in North China is the subject of active discussion in Washington these days. Away from the seat of the Chinese government and unsupported by existing treaties, their transfer is freely predicted.

The choice post of chief of staff of the Second Corps area goes to Col. Ulysses S. Grant, 3rd, who will take over in September. Fort DuPont will miss him.

Manned by Maj. Jack C. Hodgson, Capt. Henry R. Baxter, and Capt. George W. McGregor, an Army transport plane saved an almost forgotten piece of legislation when it took the draft of a passed bill to Speaker Bankhead in Alabama, to Vice President Garner in Texas and then back to President Roosevelt in Washington so that each might sign it before the deadline which would have outlawed it. The bill pertained to the summoning of witnesses for Congressional witnesses.

Aviators, at least, were able to get some relief from the heat wave. With the temperature more than 90 degrees on the ground the 9th Bombardment squadron on its high altitude bombing practice has had to wear heavy flying suits because of the freezing temperatures aloft.

For the first time in 11 years the 12-inch guns at Fort Rosencrans will be fired July 22. Capt. Nevius D. Young will be battery commander, under Lt. Col. Edward L. Kelly, 3rd Coast Artillery, at this important event.

Forty-nine of the seventy-nine naval vessels now under construction are behind schedule. NRA requirements, shop-

(Please turn to Page 1039)



Important scientific data is expected to be obtained from a series of flights of sounding balloons sent into the stratosphere at Ft. Sam Houston, Tex., by officers of the Army Signal Corps cooperating with Dr. Robert A. Millikan, eminent scientist. Upper photo shows four sounding balloons ready to be released. Right—Sounding balloons, in tandem, going aloft with instruments to collect data. Heights approximating 100,000 feet are believed to have been reached.

Stratosphere Weather Tests

Belief that sounding balloons sent into the stratosphere from Eighth Corps Area meteorological station, Ft. Sam Houston, Texas, by Dr. Robert A. Millikan, chairman of the executive council, California Institute of Technology and Corps Area signal and meteorological officers, reached an altitude of 90,000 to 100,000 feet in search of the elusive cosmic ray was expressed at the conclusion of the experimental flights on July 8 by participants in the investigations.

The Signal Corps, under the direction of Maj. Gen. Herbert Brees, commanding the Eighth Corps Area during the temporary absence of Maj. Gen. Frank Parker, cooperated with Dr. Millikan in his series of experiments held at Fort Sam Houston, Tex.

The series of five separate flights was watched with interest by army and civilian meteorologists due to the fact that from this series of flights may develop a new method of securing information for weather predictions from the stratosphere.

Meteorologists now are considering the use of the meteorograph, a method of sending weather recording instruments into the stratosphere attached to sounding balloons similar in type to those used this year for the first time by Dr. Millikan and his assistant Dr. Victor Neher.

It was explained that the present system of taking observations in the stratosphere for use in weather predictions is limited in scope. At the present time army and navy airplanes, chiefly, and a few civilian chartered planes carry the weather instruments into the air to secure readings for army and U. S. weather bureaus.

The assistance offered weathermen by this system is limited inasmuch as the planes go into the stratosphere a maximum altitude of 20,000 feet and in inclement weather often are forced to forego

(Please turn to Page 1050)

Close Subsistence School

The Quartermaster Corps Subsistence School, from which many officers of the Army, Navy, and Marine Corps have been graduated since its organization in 1920, has been permanently closed. Orders have been promulgated rescinding the authority under which the school operated and it will not be reopened for the usual Fall class.

It is understood that the abandonment of the school followed a survey by the office of the Quartermaster General of the department's educational system. It was contended that The Quartermaster School at Philadelphia, the Quartermaster Motor Transport School at Baltimore, and the Quartermaster Corps Subsistence School at Chicago was not a satisfactory system. Subsistence, it was said, was so vitally important that it should be included in the general course at the Philadelphia school.

Accordingly, subsistence will hereafter be included in the course at the Philadelphia institution, while the research work of the old Subsistence School will be continued by the Quartermaster Depot at Chicago.

In its sixteen years of existence the Subsistence School proved a valuable asset to the forces of national defense. When it was started it possessed no technical equipment or text books. Gradually these necessities were purchased and as time went on instructional material of its own was developed. Bulletins were prepared which were, and still are, of utmost value not only to the service but to commercial educational institutions and to food manufacturers and packers.

At first the school specialized in pack-

(Please turn to Page 1043)

Navy Board Considers Attrition of Admirals

Earlier separation of flag officers from the active list of the Navy as a means of giving more officers the opportunity to reach the grade of rear admiral and of aiding promotion all along the line is under consideration by the General Board as a part of its general restudy of the selection system of promotion.

Such a policy, its supporters are pointing out, would lessen the amount of forced attrition in the lower grades and stimulate advancement clear through from the top to the bottom. By regulation of the admirals' retirements, they contend, the Navy would be enabled to train and utilize flag officers in various commands and then, instead of putting them in smaller posts until they reach retirement age, retire them at once making way for new material. In addition, they argue, this system would keep a constant reserve of trained and experienced flag officers available in time of emergency.

Modification of selection in the junior ranks already has been decided upon in principal by the Board so as to permit the advancement of all lieutenants considered qualified to perform the duties of lieutenant commander. Under this proposal it is contended that the burden of forced retirements will fall upon the three grades of lieutenant commander, commander, and captain. Once having attained the rank of rear admiral an officer passes automatically from the "lower half" to the "upper half" pay grades and remains on the active list until he reaches the age of 64 years.

Supporters of earlier retirements for admirals point out that the practice is in vogue in virtually all the other naval powers, either voluntarily or by law. In England admirals who have served their tours of sea command retire or go on half pay. In Japan a law forces early retirement of admirals but most of them retire voluntarily. It is recalled that Admiral Nagano forced the retirement of a large number of officers of flag rank.

The plan, according to its protagonists, could even be put into operation without additional authority if it meets with Presidential approval. Existing legislation gives the President authority to put officers of the Navy on furloughs at half pay. Should he approve of the proposed plan the President could invoke half-pay furloughs against officers who have exercised sea commands and who fail to retire voluntarily. Institution of this procedure as a matter of practice would bring about early voluntary retirements and in that manner put the plan into operation without further congressional action.

That the President is fully cognizant of his powers in this respect is evident from the action he took the first month he took office. It is recalled that at that time he attempted to extend his half-pay furlough authority to include officers of the Army. The House passed the amendment he sponsored and even strengthened it to include officers of the Marine Corps, Coast Guard, Public Health Service and Coast and Geodetic Survey, but the amendment was killed in the Senate and

(Please turn to page 1042)

Editors Discuss Turkey's Request for Permission to Refortify Dardanelles

Turkey having requested permission to refortify the Dardanelles, so much in the limelight during the World War, a conference has been called at Montreux, Switzerland, to discuss the matter, and, according to recent press reports, it seems probable that permission will be granted by the League of Nations for again taking full control over the Straits which separate Europe from Asia, until modern times called the Hellespont. In the following excerpts from editorials, editors of the nation discuss Turkey's request and its possible outcome in regard to peace in Europe.

"Turkey's request that she be allowed to fortify the Dardanelles will doubtless be granted by the European powers," thinks the Asheville, N. C., *Citizen*. "Indeed it is likely that she will proceed to do so in any event, following the example of Mussolini and Hitler in carrying out their programs whether the other European nations like it or not. But this demand is significant as it involves the question of passage of war ships and commercial vessels through an important waterway.

"Time and again nineteenth century European diplomacy was concerned with the problem of bolstering up 'the sick man of Europe' as a buffer to the great and expanding Russian empire. The Crimean war was fought with that object in view. And with Turkey controlling the Dardanelles, France and England believed that Russia was effectively bottled up in the Black Sea. * * *

"The fact that the Turks now are planning to fortify the Dardanelles is significant. It may mean that the old scheme of bottling up Russia is to apply to the Soviets. Or it may be that there is fear of Mussolini's design in the Mediterranean. Certainly it will give Kemal Pasha a strong position in the eastern Mediterranean, so that his support will be courted by every power that seeks to extend its influence in that region."

In speaking of Turkey's request, the Baton Rouge, La., *Times* said:

"The situation is interesting because it is the first time that all four European dictators—Mussolini, Hitler, Stalin and the dynamic, iron-willed Kemal Pasha—have been forced by events into an approximate alignment in relation to each other. It is evident, too, that the situation has highly explosive potentialities, for it is a characteristic of dictators that they brook no interference and in at least two of those involved the delusion of their own invincibility is pretty highly developed."

"When Turkey politely asked the League of Nations permission to fortify the Dardanelles, it was easy to suspect something besides Turkish sovereignty was involved," comments the Berkeley, Calif., *Gazette*. "It seemed clear that some nations' warships were to be kept in or kept out of the Black Sea. It was plainly something not wholly inspired by the Turks."

"Turkey has put up a stiff argument against the big powers for control of the Dardanelles, which she has already begun to fortify," says the Butte, Mont., *Post*.

Second Army Maneuvers

Details of the troop movement of the Fifth Corps to Fort Knox have been completed and necessary preparations have been made at Fort Knox for the vast increase in the supply and administrative activities that will result from the concentration of approximately 20,000 officers and enlisted men at Fort Knox for the Fifth Corps' phase of the Second Army Maneuvers.

The Supply Service has requisitioned for the necessary food that will be consumed during this fourteen-day training period. Some of the more important items requisitioned include the following: 26,000 pounds of bacon; 17,000 pounds of fresh beans; 9,000 pounds of canned beans; 90,000 pounds of fresh beef; 213,000 pounds of bread; 38,000 pounds of butter; 25,000 pounds of fresh cabbage; 17,000 bunches of celery; 20,900 cucumbers; 1,000 crates cantaloupes; 7,000 pounds of carrots; 14,300 pounds of chicken; 28,000 dozen fresh eggs; 25,000 pounds ham; 3,500 gallons ice cream; 3,300 pounds cooked meats; 1,000 pounds beef liver; 285,000 half pint bottles of milk; 36,000 dozen bunches of fresh onions; 7,000 pounds fresh green lettuce; 80,000 ples; 165,000 pounds Irish potatoes; 10,000 pounds sweet potatoes; 8,800 pounds turnips; 10,000 bunches of radishes; 32,000 pounds sausage; 12,100 pounds fresh frozen spareribs; 36,000 pounds fresh tomatoes; 247,180 cartons of breakfast cereals, to include rolled oats, bran flakes, corn flakes, rice crispies, wheat crispies; 1,320 pounds cocoa; 35,000 pounds coffee; 5,700 quarts french and mayonnaise dressing; 10,440 cans of jam; 18,000 pounds macaroni; 9,000 pounds spaghetti; 100,800 pound cans of evaporated milk; 86,000 pounds granulated sugar; 1,400 pounds tea; 8,640 cans of tomatoes. In addition, large quantities of fresh oranges, apples, peaches, pears, prunes, raisins, and other fruits and jams will be provided, as well as many other lesser items not mentioned here.

Every effort will be made to give the troops participating experience in the tactical employment of modern arms such as aviation, mechanized forces, and fast moving motor transport. To the National Guard units, the Maneuver will afford the additional opportunities of

operating their supply systems in the field, a phase of training it is impossible to carry out at their normal summer encampment. The Fort Knox military reservation offers a variety of terrain on which the troops may work out their own tactical problems in preparation for the Maneuver which begins on Aug. 6.

The strategy of the Maneuver will involve the concentration of practically all the units in the Fifth Corps and its subsequent operations to meet an imaginary enemy located south and east of Ohio, West Virginia, and Kentucky. The enemy will be represented by the Mechanized Force and attached troops. In past wars, our military forces have consisted of foot and mounted troops and their campaigns have been carried out against similar hostile forces. In the coming Maneuver these foot and mounted troops will be required to operate against a highly mobile mechanized force, which is largely in the experimental stage insofar as any effective fighting unit is concerned, and this mechanized force is supported by motorized units. Military authorities expect to learn some valuable lessons during the Second Army Maneuvers which may revolutionize tactical principles, and age-old doctrines. This Maneuver, military authorities believe, should clearly develop the teamwork that is essential for carrying on successful operations against an enemy whose operations may combine every modern agency of weapon and greater mobility in open warfare. The experience gained by commanders and staff officers in the formulation and execution of plans for the combined employment of the various weapons at hand will be of incalculable benefit, particularly at this time, when the army is organizing and experimenting with this highly mobile and powerful fighting unit and must know more about its powers and limitations.

The mechanized force is a comparatively new weapon, and while it has great possibilities in open warfare operations, yet it is viewed as having limitations which the horse cavalry does not have and it has not completely replaced the horse cavalry.

Located in that section of the country dear to the followers of Daniel Boone and about forty miles from the birth-

"But whatever formula is adopted to save Turkey's face, she will not get control. Essential water routes, broadly speaking, have a public character. Single nations can no more put gates on them, to swing at their will, than private property owners can close navigable rivers or public highways. The most Turkey can expect is to have her own property rights safeguarded by pledges from the big sea powers—Britain, Italy, France and Russia."

"As far as the question of fortifying the Dardanelles is concerned, the Montreux debate has been a lot of pother," is the belief of the Stockton, Calif., *Record*. "Whether Turkish forts line the Straits in peace time is unimportant. And in time of war Turkey would do as she pleased and keep out whom she pleased. She did so in the World War, as Britain learned to her great cost in the Gallipoli campaign. The Turks would make their own rules in the event of war, as nations do, and as Italy did within recent months."

"Turkey wants to play with guns just as well as Germany and Italy to may nothing of Japan," states the York, Pa., *Dispatch*. "It is just another link in the rim of steel that is slowly but surely encircling the so-called civilized nations of Europe and the Near East; a rim of steel made of the sweat and the blood and the bones of men, women and children."

"Already three, which are regarded as potential foes of Turkey have answered no, to Turkey's request to fortify the Dardanelles," reports the Butte, Mont., *Standard*. "They are Russia, France and Rumania. Russia particularly has roused the fears of the Turks with her powerful fleet in the Black sea at Turkey's undefended back door. Other powers are likely to join with this trio in denying to Turkey the safeguards she deems she must have for national safety."

"When a nation finds that a treaty to which it has pledged itself interferes with its national interest, there are two courses to pursue," says the New Bedford, Mass., *Standard-Times*. "One of them, recently chosen by Germany when it remilitarized the Rhineland, is to go ahead in violation of the treaty. The diplomatic term for this is unilateral action. The other course is to negotiate with the other signatories with a view to having the terms of the treaty altered by common consent. That is the course Turkey has chosen in the matter of fortifying the Dardanelles."

"It may be that the powers, most of which seem to favor granting the Turkish request, think it better to give consent than to risk action being taken without consent. In other words, having in mind Japan, Italy and Germany, they may think that if they do not say to Turkey 'you may,' she will anyway. However, as an example in the right way to go about such matters the Turkish policy should have a salutary effect. If the parties of the Straits Convention find it possible to grant the Turkish request, they may find it possible to make other adjustments in standing treaties which will allay satisfaction and make for peace in Europe."

place of Abraham Lincoln, the Fort Knox Military Reservation is situated about 32 miles south of Louisville, Ky. It embraces parts of three counties, namely, Meade, Hardin, and Bullitt Counties, and includes about 33,000 acres of land. The army post has many points of advantage. It is near enough to Louisville to share in the benefits of that city. The Dixie Highway provides a direct route south from Louisville through the army post to Elizabethtown, and points of historical interest farther south. At Elizabethtown—18 miles to the south—the Central Highway furnishes a motor route east to Washington or west to Texas. The Illinois Central Railroad passes through the army post, thereby furnishing a means of transporting troops and supplies north and south, and making connections with lines which furnish transportation facilities in all directions. The reservation was acquired by the Government in 1918.

Attacks Munitions Board

The National Aeronautic Association this week attacked the Munitions Control Board of the Department of State for including in its definitive list of implements of warfare every branch of civil aviation, including even motorless gliders, wooden propellers and 35-horsepower engines to propel light sport airplanes weighing less than 500 pounds.

The Association, while in no way assailing the Government's efforts to control and license munitions and military aircraft manufacturers, states in its official magazine that the Munitions Board has not only levied a \$500 licensing fee for the mere manufacturing of civil aircraft and accessories—a fee which it asserts has already put several small concerns out of business—but has turned over names of delinquent companies to the Department of Justice.

"We have learned on unimpeachable authority that these names have been turned over to the Department of Justice for action and that the so-called 'G-Men' are making 'calls' on manufacturers who were nonplussed at being called manufacturers of armaments and implements of war."

Calling the Munitions Board licensing fee a distinct blow to civil aviation in

the United States, the Association pointed out that the original intent of the Neutrality Act under which the Board operates was to control the manufacture and exportation of armaments of war. The President, in his Proclamation of April 10, 1936, nullified the original intent, the editorial claims, by including all aircraft, whether assembled or unassembled; propellers, air screws, fuselages, hulls, wings and engines. The Association's fight is lodged against what is known as "category V," in which "all aircraft, large and small, including accessories are included. Every section of the industry is classified as armament builders. No allowance is even made for exporting; the proclamation is effective for merely the manufacturing of any type of airplane or its parts, large or small."

"Apparently the State Department can't see the difference between a twin-engine bomber and a sport plane weighing less than 500 pounds," the Association says. "Or a 250-mile-an-hour military pursuit and a fabric light plane with a cruising range of 150 miles. Nor can the State Department apparently distinguish between the potential military value of a machine gun and a wooden propeller, although no U. S. military airplane manufacturer would think of using a wooden propeller for military aircraft."

The Milwaukee Parts Corporation, manufacturers of engines for light airplanes, has stopped producing these engines because of the fee, the Association said, while one company working on a sports amphibian plane in experimental stages was visited by a Department of Justice agent and told to pay up or quit business.

"There is even one more serious aspect in classifying civil aeronautics as implements of warfare. History will show that America is one of the few nations in the world today where civil aeronautics and private enterprise have been responsible for the majority of aeronautical development. The aeronautical development in most European countries is heavily subsidized and even their air transport planes are designed with a view to possible military use."

Civil aeronautics can be relieved of the licensing burden by action of the Munitions Board and the President, the editorial said.

Did You Read—

the following important service stories last week:

Navy General Board not planning any relief except in junior grades; First, Second, and Third Corps Areas designate Reserve officers for year's active duty with units of Regular Army; Analysis of new legislation governing employment of retired Army officers; Federal recognition extended to National Guard officers; U. S. tightens hold on Pacific Islands; Army officers accompany U. S. Fleet; Maj. Gen. B. D. Foulis and Maj. Gen. J. E. Fechet write of effect of Air Corps Act?

If not you did not read the ARMY AND NAVY JOURNAL. You can not get this vital information from any other source.

General Hagood Writes

Considerable interest has been evidenced in service circles over the article by Maj. Gen. Johnson Hagood, USA, Ret., "I had a talk with the President," printed in the July 18 issue of the Saturday Evening Post. The article contained almost entirely of the text of two statements prepared by General Hagood and submitted to the President during the period when the General was "awaiting orders" after having been relieved from command of the Eighth Corps Area as the result of statements he made before a House Committee critical of New Deal activities.

In the Army most interest was displayed in General Hagood's statement that the President urged him not to retire from the service and that in reply he told the President, "I will consent to remain if conditions in which I found myself before this incident occurred can be restored. That is: First, that I be reassigned to the command at Governor's Island upon the retirement of General Nolan. (I was assigned once and the assignment was revoked.) Second that the Sheppard Bill be enacted into law. This, I believe, will be accomplished if the President gives his approval and so notifies the necessary leaders in Congress." The Sheppard Bill General Hagood referred to was the one giving general's rank to Army commanders.

Apparently the President failed to agree to these conditions, for General Hagood was later assigned to the Sixth Corps area and then retired at his own request.

Other statements in which interest was displayed was that he had never been reprimanded and that the President sent for him on the first interview. After his second interview, he said, he went to the Secretary of War and insisted that his case be settled before he left Washington and to confirm the matter wrote a memorandum as to his assignment to Chicago and subsequent retirement, signed it and then it was counter-signed by the Secretary.

Strangely, whereas a few months ago any statement regarding the "Hagood incident" would have been newspaper headlines all over the country, his article failed to produce a ripple in the public prints. It may be that his statement at the opening of his article that "The Hagood affair is over" is borne out. There is constant talk in Washington that the General will run for Congress from South Carolina and possibly later for Governor or Senator.

This Week—

(Continued from First Page)

yard troubles, and the shortage of experienced construction specialists because of the long lapse in naval construction are all contributing factors.

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More interest by the Bureau of Air Commerce in the subject of seaplane bases is indicated by the appointment of Donald D. Cooke, a former naval officer, as marine air terminal adviser.

Cut Navy Vessels' Quotas

Spurred on by an insufficient number of commissioned officers to man the vessels now built and building at the strength now in vogue, the Navy Department has approved a policy long advocated by a number of senior officers and directed a reduction in the quota of officers for the various vessels of the Fleet and a consequent greater utilization of the services of petty officers and chief petty officers.

The new lower quotas need not be reached until May 1937, and in the meantime commanders will work out a program of replacement of junior officers in various posts by high ranking enlisted men. The stations to be taken over and the amount of duty to be performed by the enlisted men will thus be worked out.

Battleships, which had an allowance a few years ago of as high as 60 officers has been reduced to 48 with further reductions in prospect for the fiscal year 1938. The number of line officers assigned to shore billets will be cut also.

The following allowances of line officers including aviators for ships will be reached by May, 1937, although there may be some slight excess carried in a few ships earlier in the year:

Battleships 48; Large Carriers 52; Intermediate Carriers 42; Heavy Cruisers 29; New Light Cruisers 29; Old Light Cruisers 20; New Destroyers 7; Old Destroyers 6; Large Submarines 5; Small Submarines 4; Large Gun Boats 7; Small Gun Boats 4; Tenders and Repair Ships 10; Tankers and Cargo Ships 7.

The experiment was ordered put into effect by Rear Adm. Adolphus Andrews, USN, chief of the bureau of navigation. Upon his return to his desk in Washington Thursday afternoon after an extensive inspection trip in the West, Admiral Andrews told the ARMY AND NAVY JOURNAL that it is his plan to have only assistants' posts taken over by enlisted personnel.

Because of the high caliber of enlisted personnel the Navy has been and still is getting, Admiral Andrews said, they can well afford to place a higher degree of responsibility upon them. Many of these men are college graduates and Admiral Andrews said that he regards the intelligence and competence of enlisted personnel of the Navy as higher today than it ever has been in the history of the country.

Some of these men, Admiral Andrews told the JOURNAL, will be called upon to man battle stations in the Fleet that have in recent years been considered posts for commissioned or warrant officers. The use of the enlisted personnel on the various ships will be left almost entirely up to the commanding officers of the vessels, the Chief of the Bureau said. It is his intention, Admiral Andrews explained, to have the petty officers and chief petty officers take over the duties of some of the junior officers and transfer the junior officers to some other ships or stations. For example, he pointed out, where the assistant fire control officer on board a vessel is a junior officer he might be relieved and given more important duty elsewhere and his assistant fire control station taken by a high ranking enlisted man.

The experiment is variously viewed by the service. There are a number who feel that it is an expedient forced upon the Fleet by a shortage of officers brought about to a considerable extent by the forced elimination features of the operation of the selection system. It is folly, they contend, to strip the ships' quotas down to a bare minimum and at the same time continue the wholesale retirement of capable officers because of service ineligibility for promotion. Since 1920, they point out, approximately 280 officers of the line and staff have been removed from the active list under the forced attrition policy. This elimination, it is argued, will be greater now that selection has been extended into the lower grades.

Had not selection been so drastic, says the opposition, there would be sufficient officers to continue manning their traditional posts.

On the other hand there are many



Maj. Gen. Lytle Brown, USA, right, pinning Soldier's Medal on Corporal Claude E. Gilmore, 44th Observation Squadron, Air Corps, at Albrook Field, Canal Zone. Corporal Gilmore was awarded the Medal for heroism displayed when "observing a soldier, whose clothing was completely enveloped in flames caused by a sudden gasoline blaze in a hangar of the 44th Observation Squadron, running from the scene of the fire, Corporal Gilmore rushed after him, succeeded in throwing him to the ground and removing his clothing." "By his courage and coolness," the citation stated, "Corporal Gilmore undoubtedly saved the life of this soldier."

who for years have contended that as the result of modern developments and a general tendency of commanding officers to increase their officer demands that quotas have been "nudged" up beyond that justified and that sufficient use has not been made of the excellent "career" enlisted men. Whenever a new mechanical or electrical "gadget" or system is installed an officer is put in charge of it, they assert, and instead of developing its operation and then training enlisted men the officer is retained and it is made a permanent commissioned officer's job. Likewise, it is said, when the new naval academy graduates are sent to vessels of the Fleet they are given various stations on the ship. Although these new officers are placed on the vessel primarily for training, it is contended that after their detachment the commanding officer holds that the posts they have been manning are "officers' stations and demands commissioned replacements for them.

Another factor brought forward by advocates of the plan is the permanency of petty officers and chief petty officers on the vessels. Whereas a commissioned officer only stays a few years on a vessel and is then transferred, a petty officer may stay many years. In that time he becomes highly efficient in his job and thoroughly familiar with every phase of it on his vessel. While a commissioned officer must know many jobs, a petty officer can become a trained specialist in one station.

In the past when a new system or "gadget" is installed an officer has been placed in charge and the post has developed into an officer's post, it is said. A better plan, officers say, is to have one instructional group develop the operation of the new system and then go from ship to ship instructing the petty officers.

It is pointed out that in the British Navy, and also to considerable extent in the French and Italian navies, greater use is made of ranking enlisted men in

The Journal Salutes

This week the ARMY AND NAVY JOURNAL salutes:

The 1,000 Reserve Second Lieutenants who are reporting for a year's active duty with the Regular Army.

Lt. Col. Brehon B. Somervell, CE, USA, who has been appointed Works Progress Administrator for New York City.

Charles Edward Emrich, yeoman second class, USN, who has been commended by the Secretary of the Navy for his rescuing Rear Adm. H. L. Brinser, USN, from drowning.

responsible posts. Advocates of the system in our Navy have been met in the past with the contention that this is possible in the British navy because of their longer term of enlistment, but they contend that this no longer holds true, that a high type of men are now making the navy their careers. Furthermore the new system releases officers for more responsible posts of supervision and administration.

The text of the Bureau of Navigation's letter on the subject follows:

"1. The Chief of the Bureau of Navigation has used all possible means to supply the regular quota of officers to all ships. The shortage of commissioned personnel to officer ships in commission at present and to officer new ships which are being placed in commission is becoming a very serious matter.

"2. In order to meet these conditions, drastic steps must be taken, and a change in general policy regarding duty for officers, chief petty officers and petty officers must be made.

"3. The following allowances for ships will be reached by May 1937, although there may be some slight excess carried in a few ships earlier in the year.

Fiscal 1937 allowance of line officers including aviators

Battleships	48
Large Carriers	52
Intermediate Carriers	42
Heavy Cruisers	29
New Light Cruisers	29
Old Light Cruisers	20
New Destroyers	7
Old Destroyers	6
Large Submarines	5
Small Submarines	4
Large Gun Boats	7
Small Gun Boats	4
Tenders and Repair Ships ..	10
Tankers and Cargo Ships ..	7

"4. It is anticipated that some further reductions will be necessary in the fiscal year 1938; but that after 1939 some improvement in the situation may be expected.

"5. Additional staff and warrant officers cannot be assigned to compensate for reductions of line officers as the demands for the former also exceed the supply.

"6. Where new allowances provide for reductions in rank, as well as a decrease in numbers, a general fleet up process must take place.

"7. The intelligence and competence of enlisted personnel of the Navy is higher today than it ever has been in the history of our Navy, and it is confidently felt that the utilization of chief petty officers and other petty officers to the full in certain battle stations and for certain administrative duties is not only necessary but will permit the Navy to carry on without reduction in its efficiency.

"8. It is directed that all commanding officers take steps to reassign officers of their command and to train chief petty officers and petty officers to meet these new responsibilities and increased demands. Insofar as possible permanency of detail of these enlisted men to battle stations should be maintained.

"9. The Chief of the Bureau of Navigation believes that the present situation will be met by a clear understanding of conditions by all concerned and by thorough cooperation."

THE UNITED STATES ARMY

Second Division 18th Reunion

Officers and men who fought side by side during the World War in the famous Second Division met once again to pay homage to their comrades who lost their lives in France when the eighteenth annual reunion began Thursday in Washington. It will be concluded tonight. Maj. Gen. James G. Harbord, USA-Ret., one of the War commanders of the division, who will speak at the dedication of the memorial was given a hearty welcome by the veterans of his command.

Maj. Gen. John A. Lejeune, USMC-Ret., another war-time commander also was given a hearty welcome. The other war-time commander, Maj. Gen. Omar Bundy, USA-Ret., is now ill in Walter Reed General Hospital.

Lt. Col. Madison Pearson, USA, Assistant Adjutant General of the Eighth Corps Area arrived in Washington, Thursday, via an Army transport plane with the colors of the Second Division units stationed at Fort Sam Houston, Tex. Colonel Pearson was one of the Adjutant Generals of the Second Division during the World War. Colonel Pearson also brought to Washington with him a scroll inscribed

with a message from the Second Division of today to the personnel of the World War Second Division.

The message read as follows:

"Greetings: From your comrades of today to our comrades of the World War whose valiant deeds, unselfish sacrifices, and noble crusading shed a brilliant lustre on American Arms, and immortalized our dead on the battlefields of France.

"May God give us strength to hold uplifted the strong right arm of the Second Division ever ready to strike again for the safety of our country in her hour of need.

(Signed),
"A. T. Owenshine,
"Brig. Gen., USA.
"Commanding."

The colors from units stationed at Ft. Sam Houston included those of the 9th and 23rd Infantry regiments; 12th and 15th Field Artillery; 2nd Medical Regiment and the 2nd Quartermaster regiment. The colors will be returned to Ft. Sam Houston from the Washington reunion on July 21, 1936.

More than 3,000 veterans of the famous division are expected to attend and witness the dedication of the Second Division monument on the Constitution Avenue side of the Ellipse this afternoon. General Harbord will deliver the dedication address which will be broadcast over the National Broadcasting Company red network from 3 to 4 P. M.

The division monument, completed only a few days ago, consists of a clenched fist grasping a flaming sword, in bronze, in front of a granite gateway, on the sides of which is the list of World War engagements in which the division participated, surmounted by wreaths.

More than 60,000 men served with the division during the war, although the regular strength was only 24,000. The division suffered the greatest casualties, 4,200 killed and 20,000 wounded, of any of the A. E. F., took more artillery and machine guns than any other, and captured about one-fifth of all the prisoners taken by the American forces.

Army, Navy and Marine Corps units from Washington and nearby posts and stations will take part in the ceremony today. A squadron of planes will fly overhead dipping in salute to the division's dead.

Developments in Washington make it vital to your interest that you get the Army and Navy Journal each week. Subscribe now.

Camp Perry Rifle Matches

For the first time in the history of the National Rifle Matches held annually at Camp Perry, Ohio, National Guard and Reserve teams will receive full pay and allowances while attending the Matches in addition to traveling expenses to and from Camp Perry. It is estimated that the additional expenditure on the 46 National Guard teams and the two Reserve teams, one from the Organized Reserves and the other representing the Marine Reserve, will make the expenses of the Matches run approximately \$100,000 higher than in 1935.

A team representing the New York Naval Militia will attend the Matches this year. This is the first time any Naval Militia team has entered the National Matches.

In addition to the staff assignments announced last week, the following officers of the Regular Army have been ordered to Camp Perry for duty during the National Matches:

For Small Arms Firing School

Maj. Allan W. Jones, Inf.; Maj. Paul Steele, Inf.; Maj. Norman D. Cota, Inf.; Maj. Robt. L. Wright, Inf.; Maj. L. C. Beebe, Inf.; Maj. Theo. F. Wessels, Inf.; Maj. L. S. Ostrander, Inf.; Maj. L. S. Spooner, Inf.; Maj. Jos. F. Strain, Inf.; 1st Lt. Wm. G. Caldwell, Inf.

For Statistical Office

Maj. Daniel F. Jones, FA; Maj. Thos. F. Bresnahan, Inf.; Maj. A. D. Fiske, CAC; Capt. Geo. F. Herbert, Inf.; Capt. Kenneth Pierce, Inf.; Capt. L. R. Bullene, CAC; Capt. M. H. Burckes, FA; Capt. Henry H. Kiel, Inf.; Capt. Branner P. Purdue, Inf.; Capt. Sam M. Lansing, Inf.

For Camp Directors Office

Maj. J. H. Hilldring, Inf.; Maj. Arnold J. Funk, Inf.; Maj. Benj. W. Venable, Inf.; Maj. Earl F. Paynter, Inf.; Capt. A. C. Purvis, Inf.

For Range Officers

Maj. Paul T. Baker, Inf.; Lt. Col. Mack Carr, Cav.; Maj. Benj. G. Ferris, Inf.; Maj. Jos. A. Killian, Cav.; Maj. Jos. C. Addington, Inf.; Maj. E. H. L. Ryder, Cav.; Maj. Roy C. Hilton, Inf.; Maj. Geo. S. McCullough, Inf.; Maj. Malcolm Byrne, Cav.; Maj. Fred O. Wickham, Inf.; Maj. Harry F. Thompson, Inf.; Maj. Geo. B. Norris, Inf.; Maj. Beverly A. Shipp, Inf.; Capt. F. G. Brink, Inf.; Capt. Earl M. Miner, Inf.

For QM Section

Capt. M. B. Birdseye, QMC; Maj. W. S. Elliott, QMC.

For Medical Section

Maj. H. B. Gantt, MC; Maj. R. F. Thompson, DC; 1st Lt. W. T. Carl, VC; Capt. F. B. Wakeman, MC; Capt. Wm. A. D. Woolgar, MC; 1st Lt. Frank H. Lane, MC; 1st Lt. Howard W. Doan, MC.

Personnel Adjutant

Capt. Oscar M. Massey, Cav.

Assistant Signal Officer

1st Lt. C. J. Mansfield, Cav.

Heads Allergy Clinic

Maj. Otis B. Schreuder, MC, USA, previously on duty at Randolph Field, Tex., has reported at Walter Reed General Hospital, Wash., D. C., and has been placed in charge of the important Allergy Clinic. He replaces Capt. Paul S. Fancher, MC, USA, who has been ordered to Hawaii.

Major Schreuder served in the Air Service during the war and was honorably discharged Aug. 29, 1919. After the war he was graduated from the University of Oregon in 1924 with the degree of Doctor of Medicine and commissioned a first lieutenant in the Army Medical Corps in July 1925. He was promoted to Captain March 29, 1927 and became a Major March 29, 1936.

Captain Fancher was a member of the Medical Reserve until July 1, 1930 when he was ordered to active duty and commissioned in the regular service the following year. He became a captain July 1, 1933.

Army Mutual Aid Association

During the week fourteen officers joined the Army Mutual Aid Association and two members increased their insurance to \$6,000.

Benefits paid: Lt. Col. Dwight K. Shurtleff, OD.

Army Enlisted Students

The following named enlisted men of the Coast Artillery Corps will be sent to Ft. Monroe, Va., in time to report not later than August 29, to the Commandant, Coast Artillery School, as students in the courses indicated, and upon completion thereof will return to their proper stations:

Master Gunners Course

Pvt. James G. Small, Ft. Monroe, Va.; Pvt. Herbert S. Ellis, Ft. Totten, N. Y.; Pvt. Edward F. Klindienst, Ft. Hancock, N. J.; Pvt. 1st class Donald L. Fink, Ft. Totten, N. Y.; Cpl. William O. Stephenson, Ft. Hancock, N. J.; Pvt. 1st class Guy F. Boyle, Ft. Monroe, Va.; Pvt. William H. Kilpatrick, Ft. Monroe, Va.; Pvt. Charles H. Malone, Ft. Monroe, Va.

Radio Course

Pvt. 1st cl. Robert L. Harville, Ft. Crockett, Tex.; Pvt. 1st cl. George T. Grace, Ft. Sheridan, Ill.; Pvt. 1st cl. Walter A. Adams, Ft. Monroe, Va.

Electrical Course

Pvt. John R. C. Oberselder, Ft. Monroe, Va.; Pvt. Dominick T. Ortino, Ft. Totten, N. Y.; Pvt. 1st cl. Edgar C. Cox, Ft. Monroe, Va.; Sgt. Bernard C. Johnson, Ft. Totten, N. Y.; Pvt. 1st cl. Arthur E. Monson, Ft. Totten, N. Y.; Pvt. 1st cl. George W. Turner, Ft. Monroe, Va.; Pvt. 1st cl. James A. Niech, Ft. Hancock, N. J.; Pvt. 1st cl. Edwin L. Lowe, Ft. Monroe, Va.; Pvt. Donald J. Esto, Ft. Hamilton, N. Y.; Pvt. 1st cl. Howard G. Hatch, detached service at Ft. Preble, Maine; Pvt. Thomas J. McCullagh, Ft. Totten, N. Y.; Sgt. Lynn C. Smith, Ft. Totten, N. Y.; Pvt. Andrew B. Mroczek, Ft. Totten, N. Y.; Pvt. Gordon Phelps, Ft. Baker, Calif.; Pvt. Merwin E. Leslie, Ft. Totten, N. Y.; Pvt. 1st cl. Leland Smith, Ft. Worden, Wash.; Pvt. Lennal D. Cox, Ft. Barrancas, Fla.; Pvt. James H. Meyerhoefer, Ft. Totten, N. Y.; Pvt. 1st cl. Neal E. Emery, Ft. Monroe, Va.

Electrical (Automotive) Course

Cpl. Forrest H. Butters, Ft. Monroe, Va.; Cpl. John M. Seitz, Ft. Monroe, Va.; Pvt. Hugh D. Cox, Ft. Monroe, Va.; Pvt. 1st cl. John S. Smith, Ft. Crockett, Tex.; Pvt. William Rothenberg, Ft. Monroe, Va.; Pvt. William D. Hunter, Ft. Monroe, Va.

Warrant Officers' Pay

Provisions governing the pay of warrant officers of the Army have been revised and brought up-to-date and are printed in AR35-2220 which supersedes AR35-2220 published July 2, 1928.

Statutory provisions, date pay commences on appointment and promotion, longevity, monthly payments, deductions on account of maintenance United States Soldiers' Home, aviation pay, pay on separation from the service, retired pay, subsistence and rental allowances, transportation of dependents are discussed in the revised regulations.

Enlisted Dental Mechanics

The following named enlisted men of the M.D., Medical and Dental Service, will be sent from the stations indicated to the Army Dental School, Army Medical Center, Washington, D. C., for a course of instruction in dental mechanics, beginning August 31, and upon completion of the course will return to their proper stations:

Pvt. Joseph W. Titus, Holabird, QMD, Baltimore, Md.; Pvt. Homer C. Reidling, Army and Navy G. H., Hot Springs Natl. Park, Ark.; Pvt. Leonard I. Reeder, Scott Fld., Ill.; Pvt. Wilson D. Palmer, Ft. Hancock, N. J.; Pvt. 1st cl. George K. Greenough, Ft. H. G. Wright, N. Y.; Pvt. Arthur W. Covert, Jr., Ft. Slocum, N. Y.; Pvt. Charlie H. Horsley, 2nd Med. Reg., Ft. Sam Houston, Tex.; Pvt. Irvin B. Voss, Ft. Benning, Ga.

Colonel Wainwright Reports

Ft. Myer, Va., on July 11 informally welcomed a new Commanding Officer when Col. Jonathan M. Wainwright arrived and assumed command of the Post and the Third Cavalry.

Colonel Wainwright came from Ft. Riley, Kansas, where he was, until a few days ago, Assistant Commandant of the Cavalry School. The new Commanding Officer is no stranger to Ft. Myer or to Washington in general for he has served with the Third Cavalry at that Post thirteen years ago as a Squadron Commander and various staff details since then in this city.

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Charge Navy Espionage

The second startling espionage case within a month was revealed this week when former Lt. Comdr. John Semer Farnsworth, USN, was arrested and held under \$10,000 bond on charges of delivering to an officer of the Imperial Japanese navy a confidential publication of the United States Navy.

United States Commissioner Needham C. Turnage's warrant for Farnsworth's arrest read:

"On May 15, 1935, John Semer Farnsworth, with intent and reason to believe that the same was to be used to the injury of the United States and to the advantage of a certain foreign nation, did communicate, deliver and transmit to an officer and agent of the Imperial Japanese navy a certain document and writing to the national defense, 'The Service of Information and Security,' a confidential publication of the United States Navy."

He pleaded "not guilty," and a preliminary hearing in the case is scheduled for July 29 before U. S. Commissioner Turnage, but indications are the case will be presented to the grand jury without benefit of a commissioner's hearing.

Admiral William H. Standley, Acting Secretary of the Navy, said at his press conference this week that the book, "Service of Information and Security," which Farnsworth is charged with delivering to the Japanese officer, is most confidential and is so stamped.

Questioned as to whether the revealing of the Navy secrets would necessitate any changes in Naval operations, Admiral Standley said this would depend on facts brought out in the trial. He also pointed out that dismissed naval officers are required to return any confidential material in their possession at the time of their dismissal. Consequently, the Admiral said, if Farnsworth did sell the documents described in the warrant he must have obtained them after his dismissal from the service.

The book has been described as a volume on tactics, containing confidential instructions on the scouting of airplanes and aircraft carriers, the disposition and maneuvering of ships and ship movements. Originally written in 1916 by Rear Adm. William S. Pye, USN, the book has been revised several times since.

The confidential book can be obtained only by naval officers who sign for it, but no copies of the book are missing as far as could be determined. However, it is charged, that Farnsworth had managed to obtain the book long enough to make photostatic copies of the pages and return the book before it was missed.

Farnsworth after his arraignment in court admitted having possession of a copy of the confidential naval publication which he was accused of having betrayed to the Japanese, but described it as "antiquated" and "of no use today and not even marked confidential." Admiral Standley not only said that the volume was confidential but that a book published

20 years ago of confidential navy matter might well contain as much information vital to the Navy today as it did then.

Farnsworth also admitted having spoken with representatives of the Chinese and Japanese governments at one time about the possibility of assisting them in reorganizing their aviation corps. At intervals since he was dismissed from the service he had had dealings with the Japanese government as a representative of the United American Bosch Co.

Born in Chicago, April 13, 1893, Farnsworth was appointed to Annapolis from the Second District of Ohio by Representative Goebel in 1911 and graduated in 1915. He served on board the USS Kansas, Michigan and Montana. In 1917 while with the Galveston in Asiatic waters he was taken ill and after preliminary treatment at the Naval Hospital at Yokohama, Japan, was returned to this country on sick leave.

He qualified as a naval aviator in 1921. The following year he took a postgraduate course in aeronautical engineering at Annapolis and the year after at the Massachusetts Institute of Technology. He also served with the Bureau of Aeronautics in Washington, at the Naval Aircraft Factory at Philadelphia and as commander of VO Squadron Six, his last station before being court-martialed.

On Oct. 3, 1927, he was tried and found guilty on charges of violating regulations issued by the Secretary of the Navy and of "scandalous conduct tending to the destruction of good morals" in service. The first charge, it is said, concerned a debt he contracted with an enlisted man in violation of regulations and the second charge with "inducements to perjury."

The Naval Academy yearbook of 1915 described Farnsworth under the nickname of "Themer" as belonging "to that class of happy-go-lucky, carefree mortals whose ready smile and good nature makes them above all, good comrades and desirable shipmates. Had he lived in the days of the old Navy, he would have been famous for desperate deeds and hairbreadth escapes. His daring and reckless conduct has been the utter despair of the executive department during his little four-year sojourn at the Academy."

Soon after his arraignment in court this week Farnsworth stated that he was sick and should be given hospital treatment. While under the doctor's care, in the District of Columbia Jail, J. Edgar Hoover, head of the Federal Bureau of Investigation, said he saw no connection between the Farnsworth case and that of Harry T. Thompson who was convicted and sentenced to 15 years imprisonment on the West Coast more than two weeks ago on the charge of divulging naval secrets to a Japanese naval officer.

Dispatches from Tokyo say that the Japanese Navy Department expressed complete ignorance of Farnsworth's arrest.

Maximum punishment for espionage during peace-time is 20 years in jail, while in war-time the offense is punishable by death.

Navy-Marine Corps Promotion
(Continued from First Page)

remained out after conference so that half-pay furlough authority still exists for the Navy only.

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Bids of Floating Dry Dock

The Navy Department has announced that sealed bids for the construction of a floating dry dock for the Navy Yard, Pearl Harbor, T. H., will be publicly opened at 11 A. M., Sept. 30, 1936, in the Bureau of Yards and Docks. The dimensions of the dry dock will be: length, 1,016 feet; beam, 165 feet.

Submarine Machinery Bids Open

Sealed bids for the manufacture of propelling machinery for the six submarines was opened at the Navy Department, at noon July 15, 1936, in the presence of Admiral William H. Standley, USN, the Judge Advocate General of the Navy, Rear Adm. Gilbert J. Rowcliff, USN, The Chief of the Bureau of Engineering, Rear Adm. Harold G. Bowen, USN, and the Acting Chief of the Bureau of Construction and Repair, Capt. William G. DuBoise (CC), USN.

This machinery is intended for the six submarines which are to be constructed in the 1937 program. Bids for three of the submarines will be opened in the Navy Department Aug. 19.

Navy Enlisted Training Courses

The following training courses are ready for distribution, according to a Bureau of Navigation letter published recently.

Gunner's Mate third class, Gunner's Mate second class, Gunner's Mate First class and Chief Gunner's Mate, and Turret Captain first class and Chief Turret Captain, Torpedoman third class, Torpedoman second class.

It is requested that ships and stations requiring any of the above courses submit new requisitions on the distribution offices from which they receive training courses, says the letter.

Navy Construction Contracts

The Bureau of Yards and Docks, Navy Department, has awarded contracts totaling \$64,229.00, for the construction of the following works:

Switchboard, at the Navy Yard, Charleston, S. C., awarded to The Howard P. Foley Co., Inc., 108 East Read Street, Baltimore, Md., for \$36,845.00.

Alterations and Additions to Water Treatment Plant, at the Naval Academy, Annapolis, Md., awarded to M. H. Pagenhardt and Company, 2415 Foxhall Road, N. W., Washington, D. C., for \$16,614.00.

Painting Fuel Oil Pier, at the Naval Operating Base (Fuel Depot), San Diego, Calif., awarded to H. J. McKinley, 9305 Barton Way, Beverly Hills, Calif., for \$9,450.00.

Improvements to Blow-down Lines and Ammonia Suction Lines, at the Naval Hospital, New York (Brooklyn), N. Y., awarded to Ronon Heating Corporation, 277 Broadway, New York, N. Y., for \$1,320.00.

Navy Transport Sailings

Chaumont—Arrives Norfolk July 14; under overhaul at Navy Yard, Norfolk, July 23 to Sept. 22. Departs for West Coast Oct. 1.

Henderson—Leaves Honolulu July 17; arrives Guam July 30, leaves July 31; arrives Manila Aug. 6, leaves Sept. 8; arrives Honolulu Sept. 28, leaves Oct. 1; arrives San Francisco Area Oct. 9, leaves Oct. 23 for East Coast.

Navy Department Arrivals

The following officers have reported to the Navy Department for duty in Washington, D. C.:

Comdr. R. A. Deming, Bureau of Engineering.

Comdr. D. F. McLean, Navy Yard, Washington, D. C.

Lt. Comdr. G. M. O'Rear, Navy Yard, Washington, D. C.

Lt. Comdr. A. M. Pride, Bureau of Aeronautics.

Lt. Comdr. J. F. Wegforth, Bureau of Aeronautics.

Lt. Comdr. C. W. Brewington, Bureau of Engineering.

Lt. Comdr. E. E. Pare, Bureau of Engineering.

Lt. Comdr. H. A. Sailor, Office of Judge Adv. General.

Lt. E. L. Woodyard, Navy Yard, Washington, D. C.

Lt. W. L. Erdman, Bureau of Aeronautics.

Lt. H. H. Tienroth, Office of Judge Adv. General.

Lt. G. H. Debaun, Bureau of Aeronautics.

Lt. J. W. King, Bureau of Aeronautics.
Lt. D. E. Wilcox, Bureau of Aeronautics.
Lt. J. E. Pixton, Bureau of Aeronautics.
Lt. A. R. Sanborn, Bureau of Aeronautics.
Lt. F. J. Bridget, Bureau of Aeronautics.
Lt. A. M. Granum, Bureau of Engineering.
Lt. D. R. Hull, Bureau of Engineering.
Lt. E. D. Poole, Bureau of Engineering.
Lt. C. C. Hoffner, Bureau of Engineering.
Lt. O. F. Naquin, Bureau of Engineering.
Lt. S. G. Kelly, Naval Observatory.
Lt. M. W. Pemberton, Navy Yard, Washington, D. C.
Lt. (Jg) H. S. Harnly, Navy Yard, Washington, D. C.
Lt. (Jg) J. H. Hogg, Navy Yard, Washington, D. C.
Lt. (Jg) C. F. Stillman, Navy Yard, Washington, D. C.
Lt. Comdr. J. B. Logue, (MC), Naval Hospital, Washington, D. C.
Lt. Comdr. C. C. Tinsley (DC), Navy Yard, Washington, D. C.
Lt. T. J. Carter (MC), Bureau Medicine and Surgery.

New Naval Aviation Class

A new class of candidates for appointment as Naval Aviation Cadets reported July 15 at the various Naval Reserve Aviation Bases for preliminary flight training. Those who successfully complete this course will be eligible for appointment and ordered to the Naval Air Station, Pensacola, Fla., for the Navy's prescribed course of aviation training.

First Naval District

D. H. Howe F. R. Dame
J. A. Porter J. J. Barry
W. M. Priestley T. W. McKnight
F. M. Andrasskiewicz A. J. Raczelowski
J. R. McCulloch H. S. Robert
R. A. Hayes J. G. Keefe
W. M. Smith, jr. K. V. Jackman

Third Naval District

Joseph Lianna A. E. Fidler
F. E. Rogozlenski J. W. Emerick
M. C. Malone P. W. Jackson
R. V. Radcliffe R. H. Mitchell
M. A. Potopinsky W. R. Ryan
J. A. Dale Morton Sobel
J. W. Margolis F. E. Schrader

Fourth Naval District

H. J. Mitchener H. R. Frantz
C. D. Mott E. M. Owen
R. A. Fuoss

Fifth Naval District

Calder Atkinson G. C. Wakefield
L. M. Wilson Jack Eady

Sixth, Seventh, and Eighth Naval Districts
F. E. Ellis, jr. W. H. Britt, jr.
E. E. Sack J. A. Morris
W. D. Whigham W. G. Stansbury
J. N. Felton W. L. Brister
R. P. Regan H. S. Chamberlain, III
C. C. Grommet J. P. Conn, jr.
J. C. Strange W. E. Walker

Ninth Naval District

J. M. Robertson H. J. Korte
William Rakita J. L. Thompson
C. D. Simonson D. L. Eisenach
D. D. Johnson P. G. Norby
W. L. A. Wuestnack T. E. McCabe
H. D. Mack R. K. Henderson
E. W. Richardson J. M. Williams
T. A. Jaeger R. M. Muttl
L. W. Van Antwerp R. E. Laub
G. S. Bogart L. A. Wooton
E. J. Hart G. H. Bain
W. H. Rick B. S. Weber
D. P. Appling P. L. Connett
J. A. Welles F. A. Frey
H. W. Houck J. H. New
J. A. Ferguson E. M. Morgan

Eleventh Naval District

J. H. Arnold L. O. Darnell
J. F. Voorhies P. R. Symmes
H. D. Hilton D. J. Melvin
L. E. Bowman Daniel Janewes
C. W. Shattuck

Twelfth Naval District

J. T. Rossi R. W. Snell
W. J. Cockrell

Thirteenth Naval District

L. L. Brannan R. I. Conrad
F. L. Curtis J. F. Geis
R. C. Thorburn M. F. Ryan
J. H. Anderson H. H. McClain
Frank Bus J. W. Dygert

District of Columbia

H. E. Stevens T. O. Murray
W. R. Beall Michael Ola
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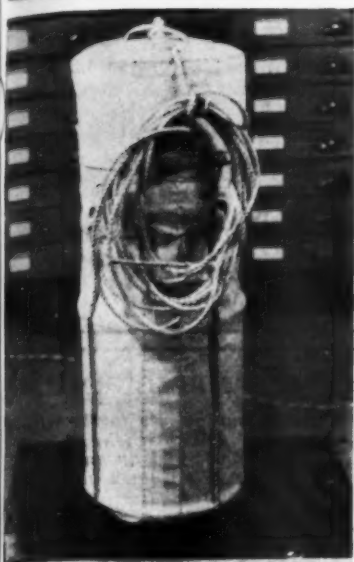
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Coast Guard's new emergency cargo parachute.

Coast Guard Activities

An emergency cargo parachute, designed by Oscar W. Gall, ACMIc, and Ben. B. Dameron, AMM2c, qualified parachute men attached to the Coast Guard air station at Miami, Fla., is now in use at that station. It is believed this equipment may prove valuable to the Coast Guard in the various relief missions attempted by Coast Guard planes, as, for example, assisting persons stranded in inaccessible places during hurricanes, snowstorms, floods, etc. The parachute, 30 inches in height, 11 inches in diameter and weighing 25 pounds and 11 ounces when empty, has been found to be more likely to land closer to the target from a height of 300 feet than at any other altitude.

Admiral Russell R. Waesche, Commandant of the Coast Guard, this week visited stations at Norfolk, Jacksonville and Miami. He is making an inspection of all the stations and is expected to return to Washington, July 23.

Following is the name of the Coast Guard cutters now under construction, the percentage of completion in the hull and machinery, and the expected date of completion:

George W. Campbell, 97.4 and 98, July 15, 1936; Samuel D. Ingham, 86 and 75, Oct. 15, 1936; William J. Duane, 90.2 and 85, Sept. 1, 1936; Roger B. Taney,

83.2 and 62, November, 1936; Alexander Hamilton, 53.7 and 64.2, Jan. 1, 1937; John C. Spencer, 53.7 and 64.2, Jan. 1, 1937; George M. Bibb, 57.4 and 70.5, January, 1937.

The first four vessels are under construction at the Philadelphia Navy yard; the Hamilton and Spencer are under construction at New York, and the Bibb is being built at Charleston, S. C.

Navy Buys 50 Planes

The Navy Department has announced that a contract had been awarded to the Consolidated Aircraft Corporation, San Diego, Calif., for 50 airplanes (VIPB type) for a total of \$4,898,000.00.

West Coast Army Air Depot

Erection of a Pacific Coast air depot for the Army near Sacramento, Calif., to cost \$7,000,000 will be started in the near future. The new depot will replace Rockwell Fld., San Diego, which has been transferred to the Navy, but is still being used by the Army.

Funds for acquisition of the land which has already been selected and for the first year's construction expenses were provided for in a grant of \$400,000 in the recent Army deficiency appropriation bill.

The depot which will have one of the largest landing fields in the country will service Army airplanes all along the West Coast and Hawaii. There will be a three-block long main depot building, expected to cost \$1,167,000; a \$1,500,000 engineering shop, and a number of technical buildings, hangars, housing quarters and other facilities.

Three similar depots are in operation at Middleton, Pa.; Dayton, Ohio, and San Antonio, Tex.

Close Subsistence School

(Continued from First Page)

ing house products, grain and grain products, and coffee, but this sphere was soon broadened to include the entire food field. Each year the course was rearranged and improved. Its experience in research, testing of foods, mess management and allied subjects was a most valued asset of the service.

The course covered nine months, during which time the students were taken through the theoretical and practical sides of food production and procurement. They learned their subjects first hand at the Chicago packing houses and grain centers, at Indiana and Michigan canning centers, and the great dairy regions of northern Illinois and Wisconsin.

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"Established in obedience to an insistent demand for an official organ for members of the American Defense and those concerned with it, The Army and Navy Journal will be published in the interest of no party; it will be controlled by no clique. Its independence will be absolute. Its interest will be directed solely to the insinuation of sound military ideas and to the elevation of the public service in all its departments.—From Vol. 1, No. 1, of The Army and Navy Journal, published August 29, 1863.

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SATURDAY, JULY 18, 1936

"Such being the lot of humanity that nations will not always reciprocate peaceable dispositions, it is our firm belief that effectual measures of defense will tend to inspire that national self-respect and confidence at home which is the unfailing source of respectability abroad, to check aggression and prevent war."—THOMAS JEFFERSON.

IT ALMOST MAKES ONE DESPAIR of humanity to read the high lights of daily developments throughout the world. Fear and suspicion dominate not only the weak but the strong. With reason, for the latter are seizing opportunities to expand at the expense of the former when internal or external conditions assure quietude on the part of rivals. Witness Italy's conquest of Ethiopia, Japan's invasion and extension of control in China. Pick up any daily paper. Spy operations and scares in every state, even in our own, with the disgraceful spectacle of men of American birth and naval training selling their country for yellow metal. Great Britain announcing complete reconstruction of her fleet, enlargement of her Air Force, increase of her Army, creation of a munitions control, purchase of 40 million air masks for the civilian population. Japan buying materials for war purposes, rushing construction of warships, appropriating unprecedented sums for the Army and Navy, dispatching more troops to China, landing Marines at Shanghai. France extending the time of service with the colors, nationalizing munitions manufacture in the hope of increased production at lessened cost. Italy, victorious in Ethiopia, where guerrilla warfare continues, answering Britain's reduction of her Mediterranean Fleet by transferring troops from Libya to the French frontier, pressing the building of ships and planes. Germany, Italy and Austria recreating the triple alliance, Hitler redefining the strategic island of Helgoland and other islands off the mouth of the Elbe and the Krupps working overtime to sell German guns to the smaller European states. Russia, one eye on Germany, the other on Japan, negotiating to keep other Powers out of the Black Sea, the entrance to which—the Dardanelle Straits—the Turks intend to fortify. China, in civil war, a prey to Japan, blindly making preparations which some day will threaten the world, preparations including the training of boys and girls in discipline. The above are mere repetition of a few of the headlines of your daily newspaper. What of the United States, when the trend of events is so clearly toward international conflict? Fortunately an Army of high calibre needing more commissioned personnel but with an enlisted force of the basic number fixed by the General Staff, a growingly efficient National Guard, still under strength, a fine group of young, patriotic civilians who proudly serve as Reserve Officers, and lacking many items in equipment and for reserve which would be essential to meet enemy attack; a Navy and Marine Corps at last approaching the quantity authorized by Treaties that practically have been scrapped and other Nations are disregarding, and weak in its backbone of battleships because the latter are mere rescues from obsolescence in consequence of a policy of so called modernization, and Air forces in both Services which arouse pride in their efficiency but need large additions in order to enable effective discharge of the missions assigned to them. It is a matter of satisfaction that at least we are on our way to the achievement of the defense which will make attack upon us doubtful and costly. Nothing should be permitted to interfere with such progress. Peace is a matter of price, and it is far better to spend dollars now in order to preserve it than to suffer the waste of life and treasure which war would produce.

PERHAPS IT IS MERELY a reflection of the trend in other official circles but there is no denying that there is a growing tendency in the armed services to seek and to employ special influence for individual preferment. Attempts to use outside or "top side" influence are evident in connection with efforts to secure assignments to certain duty, details to service schools, appointments in higher grades, and in many other cases where there is an exercise of discretion by those in authority. Nothing could be more foreign to the true naval or military spirit. It is inimical to good order and discipline and looked down upon by old timers who were brought up in the school that believes in doing their duty and letting their deeds and records speak for themselves. Fortunately, in most cases, the use of influence, if discovered, reacts counter to the desire of the officer employing it. But even though such influence fails to achieve its objective it often works against the interests of the service. When a Congressman friendly to National Defense calls at the behest of a constituent and seeks special favors or special consideration for an officer and is informed that his request can not be granted but that the officer must stand his chances with others available for the same assignment or detail he is apt to think the department ungrateful. General Craig, Chief of Staff of the Army, in his recent address at the Command and General Staff School, gave his views on the subject succinctly when he said, "In an effort to secure special consideration of their qualifications for the War College or for some other important detail officers occasionally attempt to bring influence to bear on War Department officials. I want to assure you gentlemen that every applicant is given the most careful consideration and that each officer's record is studied before any action is taken. If an officer's record does not warrant the assignment sought he will not receive it. Any effort of an officer to use other than the established procedure to secure consideration is an indication that he may not be as desirable a selection as one who is willing to stand solely on his record of military efficiency. Your best recommendation for the War College or for any other important assignment is the highest possible standard of duty performed." It would be well if the few, who, swayed by the spirit of the times, are quick to seek the help of powerful friends for their own special preferment, would realize that they are not likely to help themselves and they are likely to harm the service.

Service Humor

Scared

National Executive Committeeman Ray Kelly, of Michigan, tells of a sergeant making his way about his platoon one dark night. He heard the roar of a G. I. can overhead and dived into a shell hole. It was already occupied by a private who was hit full in the stomach by the sergeant's head. There was a tense moment of silence, except for some long, deep breathing. Finally the private asked:

"Is that you, sarge?"

"It's me all right."

"Hot dawg! I was just waiting for you to explode."

—The Army Chaplain

Appropriate

1st Vet.—"Why do they call that lug a 'fire-cracker drinker'?"

2nd Vet.—"Because he's no good after the fourth."

—From 1107 Co. C. C. C.

Alas, Alack and Alaska

Before I married Maggie dear,

I was her pumpkin pie,

Her precious peach, her honey lamb,

The apple of her eye.

But after years of married life,

This thought I pause to mutter:

Those fancy names are gone, and now

I'm just her bread and butter.

—Pensacola Air Station News.

Hereditary Both Ways

"What do you mean by coming in so late?" demanded the angry parent.

A sudden thought came to the boy.

"Oh, dad," he said, "I forgot to tell you—I knew you wouldn't mind—I was sitting up with the sick son of the sick man you are always telling mother you sat up with."

5th Corps Area News.

As She Is Spoke

Son—"Dad, I just seen—"

Dad—"Son, where is your grammar?"

Son—"That's what I'm trying to tell ya. I just seen her at the barbers getting her hair bobbed."

—The Log.

'S True!

"This must be the Medical Branch," said a woman visitor walking through the halls of the Navy Department.

"How can you tell?" asked her male companion.

"It says Chief of Naval Operations on the door."

—Contributed.

Action

Host (aside to wife): "I wish our company would go home. I want to get some sleep."

Wife (aloud): "Oh, Mrs. Blurb, won't you please sing for us?"

—Wednesday Nite Life.

All together

Twenty minutes out of Charing Cross station a lean, lanky Britisher, slightly inebriated (drunk) looked out of the window and said, "Is this Wembley?"

The second Britisher, ditto blotto, replied, "No, its Thursday."

The third one, who up to this time had been silent, said, "I'm Thursday, too. Let's have a drink."

—USNA Log.

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

J. W. S.—The War Department informs us an enlisted man who was given a commission during the World War and was later dishonorably discharged or left the service under dishonorable conditions would be entitled to the bonus for the period he served as enlisted man, and which was concluded by an honorable discharge.

An enlisted man who served as a commissioned officer during the World War receives the pay of a warrant officer when he retires.

W. G. H.—In the past enlisted men of other branches have been permitted to attend the Army Finance School whenever the institution could accommodate them. Whether they can be accommodated at the next course is not yet known. An announcement will be made during the next month or so in regard thereto. Applications for assignment to the school should be made to your Corps Area Commander.

ASK THE JOURNAL

10 Years Ago

Maj. Gen. Clarence C. Williams, USA, Chief of Ordnance, who was some months ago reappointed for another four years, started in his third term on July 16, 1926.

20 Years Ago

Rear Adm. William B. Caperton, USN, who has been in command of the American naval forces in Haiti and San Domingo waters, has been ordered to assume command of the Pacific Fleet on July 20, relieving Admiral Cameron McR. Winslow, who will retire on that date.

30 Years Ago

1st Lt. Walter D. Smith, 14th U. S. Cav., on duty at West Point, N. Y., has compiled a windage and elevation chart and score book for use with U. S. magazine rifle, caliber .30, model of 1903, with rear sight, model of 1903; ammunition of 2,200 f.s. velocity.

50 Years Ago

The report of this year's Board of Visitors to the Naval Academy was received at the Navy Department on Thursday. The Board found very little to condemn and much to commend in the operations of the Academy during the past year.

70 Years Ago

The statue of Washington, which was removed from the Virginia Military Institute, at Lexington, Va., by General Hunter, in his raid up the valley of Virginia, has passed through Alexandria by express, on its way to that place, an order having been issued for its restoration.

War Department
Organized Reserves

OFFICIAL ORDERS

Navy Dept.
Marine Corps

ARMY ORDERS

GENERAL STAFF CORPS

GENERAL MALIN CRAIG, C. of S.
Col. Kenyon A. Joyce (Cav.), from detail
GSC and Baltimore, Md., to 4th Army, Pre-
sidio of San Francisco, Calif., sailing from
N. Y. Sept. 16.
Col. George A. Nugent (CAC), from detail
GSC. Remain on duty at 2nd CA Hdq.

ADJUTANT GENERAL'S DEPARTMENT
MAJ. GEN. E. T. CONLEY, AG.
Capt. Philip E. Gallagher (Inf.), from de-
tail AGD and Washington, D. C., to Ft.
Leavenworth, Kans.

QUARTERMASTER CORPS

MAJ. GEN. HENRY GIBBINS, QMC.
MAJ. John C. Hutcheson, previous orders
revoked.
MAJ. Edwin S. Van Deusen, from 53rd QM
Reg., to QMC Motor Transport School, Hol-
lard QM Depot, Baltimore, Md.
MAJ. Theodore P. Heap, from Washington,
D. C., to Langley Fld., Va.
Capt. Lewis E. W. Lepper, previous orders
revoked.
Capt. Joseph C. Odell (Inf.), previous or-
ders revoked.
Capt. Charles Cavelli, Jr. (FA), from Bal-
timore, Md., to Philadelphia, Pa.

MEDICAL DEPARTMENT

MAJ. GEN. CHARLES R. REYNOLDS, SG.

Medical Corps

Col. Ray W. Bryan, from Philippine Dept.,
to Ft. Francis E. Warren, Wyo.
Lt. Col. Glenn I. Jones, having been found
incapacitated for active service his retire-
ment is announced July 31 with rank of
colonel.
MAJ. Frank T. Chamberlin, from Philippi-
ne Dept., to N. Y. Port of Embarkation,
Brooklyn, N. Y.
MAJ. Roy E. Fox, from Philippine Dept.,
to Ft. Sam Houston, Tex.
MAJ. Henry L. Kraft, from Philippine
Dept., to Ft. Worden, Wash.
MAJ. Byron J. Peters, from Panama Canal
Dept., to Ft. MacArthur, Calif.
Following from Hawaiian Dept. to station
after name: MAJ. Brooks C. Grant, to Let-
terman General Hospital, San Francisco, Calif.;
MAJ. John I. Mengher, to Ft. Slocum, N. Y.

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Following from Hawaiian Dept. to Wm.
Beaumont General Hospital, El Paso, Tex.:
Capt. John L. Gallagher, Capt. Harold B.
Luscombe.

Capt. Charles S. Mudgett, from Philippine
Dept., to Washington, D. C.
Following from station after name to Ha-
waiian Dept., sailing from S. F. Nov. 24:
Capt. Frank Y. Leaver, Denver, Col.; Capt.
George D. McGrew, El Paso, Tex.

Capt. Arthur E. White, from Ft. Niagara,
N. Y., to Panama Canal Dept., sailing from
N. Y. Nov. 12.

Capt. Dan C. Ogle, from Chanute Fld., Ill.,
to Hawaiian Dept., sailing from N. Y. Oct. 30.
Capt. William Kraus, from El Paso, Tex.,
to Camp Dix, N. J., sailing from S. F.
Sept. 29.

The appointment of the following 1st Lts.
Med.-Res., as 1st Lts. MC, Regular Army and
assignment to station indicated is announced:
Charles Bateman Perkins, Ft. Lawton,
Wash.

Clark Bolton Meador, Jefferson Bks., Mo.
John Chisholm Fitzpatrick, Ft. Lincoln,
N. D.

Levi Martin Browning, Ft. Sheridan, Ill.
John William Kemble, Ft. Snelling, Minn.
Benjamin Anderson Strickland, Jr., Ft.
George Meade, Md.

John William Raulston, Ft. Oglethorpe, Ga.
Waldron Lewis Morse, Ft. Williams, Maine.
Clarence Asa Tusman, Ft. Belvoir, Va.

Raymond McKinley Williams, Ft. Sam
Houston, Tex.

Dental Corps

Lt. Col. Terry P. Bull, from Philippine
Dept., to Washington, D. C.

MAJ. Lawrence K. Anderson, from Philippi-
ne Dept., to Jefferson Bks., Mo.

Capt. Leland G. Moder, from Philippine
Dept., to Presidio of San Francisco, Calif.

Veterinary Corps

Lt. Col. William H. Houston, from Philippi-
ne Dept., to HQ, 5th Corps Area, Ft. Hayes,
Ohio.

MAJ. Irby R. Pollard, from Philippine
Dept., to Ft. Benjamin Harrison, Ind.

MAJ. Henry L. Kraft, from Philippine
Dept., to Ft. Worden, Wash.

MAJ. Byron J. Peters, from Panama Canal
Dept., to Ft. MacArthur, Calif.

Following from Hawaiian Dept. to station
after name: MAJ. Brooks C. Grant, to Let-
terman General Hospital, San Francisco, Calif.;
MAJ. John I. Mengher, to Ft. Slocum, N. Y.

MAJ. John I. Mengher, to Ft. Slocum, N. Y.

Army Nurse Corps

2nd Lt. Neva N. Ommen, from Denver, Col.,
to her home and await retirement.

CORPS OF ENGINEERS

MAJ. GEN. EDWARD M. MARKHAM, C.
of E.

Col. Ulysses S. Grant, 3d, from Ft. DuPont,
Del., to detail GSC and duty as C. of S., 2nd
Corps Area, Governors Island, N. Y.

Lt. Col. Brehon B. Somervell, from Ocala,
Fla., to New York, N. Y.

Following from Ocala, Fla., to New York,
N. Y.: MAJ. Edmond H. Levy, Capt. Howard
L. Peckham.

Capt. Richard Lee, from Ocala, la., to Ft.
Peck, Mont.

Capt. Conrad P. Hardy, previous orders re-
voked.

1st Lt. Ward T. Abbott, from Panama Canal
Dept., to 5th Eng., Ft. Belvoir, Va.

SIGNAL CORPS

MAJ. GEN. JAMES B. ALLISON, CSO.

MAJ. Tom C. Rives, is required to partici-
pate regularly and frequently in aerial
flights, effective from Sept. 1 to April 30, 1937,
both dates inclusive.

Capt. Wolcott K. Dudley (Inf.), from de-
tail SC and Ft. Monmouth, N. J., to 4th Inf.,
Ft. George Wright, Wash., sailing from N. Y.
Sept. 16.

FIELD ARTILLERY

MAJ. GEN. UPTON BIRNIE, JR., C. of FA.
Col. William S. Browning, from Ft. Hoyle,
Md., to Univ. of Fla., Gainesville, Fla.

Col. Francis A. Ruggles, from Philippine
Dept., to 3rd Army Staff, Ft. Sam Houston,
Tex.

MAJ. John H. Milam, from La Crosse, Wis.,
to Hawaiian Dept., sailing from N. Y. Oct. 30.

MAJ. William H. E. Holmes, from Hawaiian
Dept., to instructor, FA, Wis. NG, LaCrosse,
Wis.

MAJ. Thomas C. Harry, from Ft. Sill, Okla.,
to instructor FA, Miss. NG, Columbus, Miss.

Following officers are required to partici-
pate regularly and frequently in aerial
flights effective dates set opposite their
names, both dates inclusive: MAJ. Harold H.
Ristine, Sept. 1 to Feb. 28, 1937; MAJ. Morrill
Ross, Sept. 1 to April 30, 1937; Capt. Robert
M. Montague, Sept. 1 to Nov. 30; Capt.
Thomas A. Roberts, Dec. 1 to Feb. 28, 1937;

Capt. William N. Gillmore, Dec. 1 to Feb. 28,
1937; Capt. Carter B. Magruder, March 1,
1937 to May 31, 1937.

Capt. Harvey K. Palmer, Jr., from Ft.
Bragg, N. C., to Ohio State Univ., Columbus,
Ohio.

1st Lt. Roy E. Hattan, from Ft. Sam Hous-
(Please turn to Page 1050)

NAVY ORDERS

July 9, 1936

Comdr. Claude S. Gillette, addl. duty as
Nav. Insp. of Ord., Bath Iron Works Corp.,
Bath, Maine.

Lt. Howard W. Bradbury, det. as Off. in
Chge., Navy Retg. Sta., Pittsburgh, Pa.,
about July 30; to USS Medusa as engr.
officer.

Lt. Benjamin L. Halley, on disch. trmt.
Norfolk Naval Hosp., Portsmouth, Va.; to
USS Bushnell.

Lt. William G. Lalor, ors. May 22 modified.
To USS Louisville as communication officer;
instead of duty USS Pennsylvania.

Lt. Benjamin J. Shinn, det. USS Claxton
about June 27; to Receiving Sta., Norfolk,
Va., as executive officer.

Lt. (jg) Spencer A. Carlson, duty as execu-
tive officer, USS Kane.

Lt. (jg) John E. Edwards, det. USS Port-
land about June 18; to USS Wasmuth.

Lt. (jg) Oscar E. Hagberg, det. USS S-13
about Aug. 5; to cfo USS Permit and on bd.
when comm.

Lt. (jg) George A. Lange, duty as execu-
tive officer, USS Babbitt.

Lt. (jg) Spencer L. Shaw, det. USS Man-
ley in June; to USS Fairfax.

Lt. Comdr. Henry M. Stenhouse (MC), det.
Navy Retg. Sta., Pittsburgh, Pa., to trmt.
Nav. Hosp., Wash., D. C.

Lt. Comdr. Albert G. Wenzell (MC), det.
Naval Dispensary, Long Beach, Calif.; to
Navy Retg. Station, Detroit, Mich.

Lt. (jg) Noble W. Lowrie (SC), det. Subm.
Base, New London, Conn., in August; to USS
New York.

Lt. (jg) Ignatius N. Tripl (SC), det. Navy
Yard, New York, N. Y., in August; to Asiatic
Station.

Lt. (jg) Frank R. Hamilton (CHC), det.
Nav. Trng. Sta., Newport, R. I., in August;
to Asiatic Station.

Ch. Bosn. Lester R. Kaldenbach, det. Navy
Yard, Wash., D. C., about July 13; to Nav.
Alr Sta., Anacostia.

Ch. Gunner Charles O. Bain, det. USS
Langley about Aug. 5; to Receiving Sta.,
Puget Sound.

Ch. Gunner Glen R. Ringquist, det. Nav.
Magazine, Fort Lafayette, Brooklyn, N. Y.,
about Aug. 8; to USS Lexington.

Ch. Elec. Harry F. Letts, det. Asst. Nav.
Insp. of Machy., New York Shipbldg. Corp.,
Camden, N. J., about Aug. 13; to USS West
Virginia.

Ch. Pay Clk. Herbert N. Dinsmore, det.
USS Antares in July; to Navy Yard, Boston,
Mass.

Ch. Carp. Clarence P. Baker, det. USS An-
tares about Aug. 1; to USS Wyoming.

Ch. Carp. Leonard H. Lyon, det. USS Me-
dusa about Aug. 5; to Navy Yard, Mare
Island, Calif.

July 10, 1936

Lt. (jg) Louis A. Bryan, det. Nav. Alr
Sta., Pensacola, Fla., about June 11; to cfo
VB Sqdn. 7B (USS Yorktown) and on board
when commissioned.

Asiatic Orders July 6, 1936

Capt. W. B. Woodson, det. as ch. of staff,
Asiatic Fleet; to duty as Insp. of Ord. in
Chge., Naval Ammun. Depot, Hingham,
Mass.

Lt. (jg) Philip W. Mothersill, det. USS
Panay; to 3rd Naval Dist.

Lt. (jg) George DeMetropolis, det. USS
John D. Edwards; to 3rd Naval District.

Lt. Comdr. James D. Blackwood (MC), det.
Navy Yard, Cavite; to USS Asheville.

Lt. Joseph G. Schnebly (MC), det. USS
Oahu; to 16th Nav. Dist.

Lt. Gilbert E. Gayler (MC), det. USS
Sacramento; to Receiving Ship at New York,
N. Y.

Lt. John P. Wood (MC), det. Nav. Hosp.,
Canacao; to Receiving Ship at New York,
N. Y.

Lt. Courtney G. Clegg (MC), det. 4th Reg.
Marines; to Receiving Station, Norfolk, Va.

Lt. Carl K. Youngkin (MC), det. USS
Black Hawk; about May 15; to Dest. Div.
14 as med. officer.

Lt. (jg) Robert L. Ware (MC), to USS
Tutuila.

Lt. (jg) Langdon C. Newman (MC), to
USS Oahu.

Lt. (jg) Leslie D. Ekval (MC), to USS
Panay.

Lt. (jg) Paul M. Hoot (MC), to USS Guam.
Lt. (jg) Benjamin G. Feen (MC), to USS
Canopus.

Lt. (jg) James L. Holland (MC), det. USS
Guam; to USS Sacramento.

Lt. (jg) Francis K. Smith (MC), to 16th
Naval District.

Lt. (jg) Cecil D. Riggs (MC), det. USS
Panay; to 4th Reg. Marines.

Lt. (jg) Oran W. Cenault (MC), det. USS
Tutuila; to 4th Reg. Marines.

Lt. (jg) James T. Smith, det. USS Pills-
bury; to 16th Nav. Dist.

Lt. (jg) Luther G. Bell (MC), det. Navy
(Please turn to Page 1049)

MARINE CORPS

July 16, 1936

Lt. Col. William T. Hoadley, on or about
July 15, 1936, detached Rectg. Dist., Boston,
Mass., and ordered home to retire Sept. 1,
1936.

Lt. Col. Frank Whitehead, AQM, on July
15, 1936, detached Hdqrs., Marine Corps,
Wash., D. C., to Army Industrial College,
Wash., D. C.

MAJ. David S. Barry, Jr., on or about Sept.
9, 1936, detached MCB, NOB, San Diego, Calif.,
and ordered home to retire Nov. 1, 1936.

MAJ. Richard H. Jeschke, on Aug. 1, 1936,
detached FMF, MCB, NOB, San Diego, Calif.,
to Hdqrs., Marine Corps, Wash., D. C. De-
tailed an Assistant Adjutant and Inspector,
effective Aug. 1.

MAJ. William M. Marshall, on or about July
25, 1936, detached MD, American Embassy,
Peking, China, to FMF, MCB, NOB, San
Diego, Calif., via SS President Lincoln, sail-
ing Kobe, Japan, Aug. 3, 1936, and due Los
Angeles, Aug. 22.

Capt. Paul B. Watson, detached MB, Navy
Yard, New York, N. Y., to MB, Quantico,
Va.

Capt. Otto E. Bartoe, about July 20, 1936,
detached FMF, MCB, NOB, San Diego, Calif.,
to Observation Squadron 9M, St. Thomas,
V. I., via SS Fairisle, sailing from New
Orleans, La., Aug. 1, 1936.

Capt. Merrill B. Twining, on or about Aug.
20, 1936, detached Basic School, MB, Navy
Yard, Phila., Pa., to Infantry School, Fort
Benning, Ga., to report not later than Aug.
26, 1936.

1st Lt. Jack P. Juhan, about Aug. 15,
1936, detached USS Tusculooa to MD, USS
Astoria to report at Norfolk Navy Yard,
Sept. 2, 1936.

1st Lt. Nelson K. Brown, about Aug. 20,
1936, detached MD, RR, Cape May, N. J.,
to Engineer School, Fort Belvoir, Va.

Capt. Ralph C. Alburger, about Aug. 3, 1936,
detached Observation Squadron 9M, St.
Thomas, V. I., to MB, Navy Yard, Port-
smouth, N. H.

2nd Lt. Bernard E. Dunkle, on Aug. 1, 1936,
detached 1st Marine Bn., FMF, MB, Quan-
tico, Va., to MD, USS Reina Mercedes, Naval
(Please turn to Page 1049)

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FOREIGN MILITARY NEWS-DIGEST



1 Reorganization of the British Army—The British Re-Armament Program, on the basis of the "White Paper" (1935) involves a reorganization of the Army, Navy and Air Force. In view of the current tendencies, at home and abroad, to establish a compromise between mechanization and mobility and to experiment with new equipment and organization, the British example is interesting—especially so as its broad lines appear to have been anticipated by American authorities.

Cavalry Enroute to Mechanization—The existing Cavalry Division and the Tank Brigade are to be amalgamated and form a new "Mobile Division;" it will eventually consist of: two Mechanized Cavalry Brig., one Tank-Brig., one Mech. F. A. Brig., one or two armoured-car regiments and motorized supply and service elements; the Mech. Cav. Brig. may consist of two Cav. Regts. Motorized and one Regt. Light Tanks; the regiment will consist of a Headqrs. and three Squadrons of 4 troops. Each troop, of three sections, will have an anti-tank weapon and each section a light machine gun.—The official reason for this organization is apparently a compromise between mechanization and the World War type of unit: the cavalry division, as heretofore organized lacks the speed and range of action when operating with mechanized troops; on the other hand, tank units may require the co-operation of equally mobile troops in areas unsuitable to tanks? Under this scheme, cavalry units represent four types: (1) Cavalry Armoured Car Regts.; (2) Motorized Cavalry Regiments; (3) Cavalry Light Tank Regts.; and (4) certain divisional Cavalry Regts., retaining the horse.

Infantry Reorganization—The Infantry Organization has been under trial for the past two years. The new Infantry Brigade will consist of three rifle battalions, motorized and one M. G. Battalion, mechanized. The Battalion consist of one Headqrs. Co. including seven Mortar Plat. and four rifle companies, of four platoons, of 3 sections; each section will be equipped with a new light machine gun. (See: The Bren Light M. G.) The composition of the M. G. Battalion has not been finally settled but will probably contain two heavy M. G. companies, one anti-tank company of four platoons (that may be attached to rifle companies?) and a reconnaissance company of 3 patrols: each "patrol" is to consist of a motor cycle and two armoured scout cars, carrying a light M. G.; the armament decided on for anti-tank protection is to consist of a .5 in. rifle, one-man operated, and a 2-pounder gun on a wheeled carriage with an alternative tripod-mounting. This British organization, especially the heavy M. G. Battalion, has a curious counter-part in certain experimental units that have been developed by the U. S. Chief of Infantry. (*U. S. Infantry Journal*, June, 1936.)

The Armoured Machine-Gun Carrier—These vehicles may be regarded as armoured and mobile M. G. emplacements from which the gun can be fired, with the vehicle at rest, or may be removed to be fired from the ground. Rapid displacement is a principle in the employment of these vehicles, firing a few bursts, then changing position before the hostile artillery and mortars can get the range. The advent of this mobile M. G. carrier may represent a partial solution to the ever-present problem of getting infantry across fire swept zones; the great World War panacea was the employment of tanks, but anti-tank defense is beginning to hold its own; there is a dangerous period when tanks must cruise around the captured objective while waiting for infantry to come up; the new carrier can become a "connecting file" between the Infantry tank and the rifleman. (*Canadian Defence Quarterly*, April, 1936.)

Comment—The new British organization was anticipated not only, in Gen-

eral Craft's Infantry Organization, particularly the so-called "Heavy Battalion," but in certain views contained in the brilliant report of the Chief of Staff U. S. Army, 1935:

"Our Army has not exhausted the possibility of transporting into and even through the vicissitudes of battle itself the infantry of entire divisions. Could there be developed a light, inexpensive vehicle with a reasonable degree of mechanical efficiency in cross country travel, and capable of transporting and partially protecting two or three well-armed infantrymen, a great opportunity for increasing battle mobility would be presented. An organization so equipped would, in effect, bridge the gap now existing between the fields of mechanization and motorization..."

2 British Army: The Bren Light Machine Gun—The modern tendency of increasing the fire power of infantry, without additional weight in equipment has found its most marked expression in the development of automatic rifles or light machine guns; vastly improved and lighter machine guns are being developed and tested all over the world; all seem to have common characteristics, a weight averaging about 20 lb., magazine feed of 20 to 30 rounds, gas operated, air-cooled, generally with some form of interchangeable barrel. A single gun, served by two men is the equivalent in fire-power of appr. 20 riflemen; it is obvious that the limiting factor in issuing this gun is ammunition supply; the tendency abroad has been to increase the number of these guns to a saturation point. War experience seems to indicate that a squad of six men can supply and keep in action one of these light guns and at least four of these men are required as ammunition carriers; the latest experimental organizations (German "Einheitsgruppe") seem to favor this proposition.

The latest British model is the so-called Bren Light Machine Gun, an adaptation of the Czechoslovakian model Z. B. made at Brno; tests seem to indicate a general superiority in design and performance. The gun is very light; 21 lb. complete, almost free from the effects of metal fouling and able to maintain sustained fire; the gun is operated, through a port in the barrel uncovered by the bullet in its passage; the gas cylinder is self-cleaning as regards metal fouling; the gun is fed by an "overhead" magazine of 30 rounds; the bi-pod legs are attached to the gas cylinder; there is also a light tripod and an extra two piece attachment for anti-aircraft fire. The acquisition of this mobile weapon has had an important bearing on the reorganization of the British Infantry. (*Royal Engrs. Journal*, March, 1936.)

3 Motor Roads in Abyssinia—The permanent Under Secretary for War Baistrochl emphasized the general importance of motor transportation, during military operations; the success of the rapid advance on Neghelli was credited to motorized units; consequently, future organization of the Italian Army will favour the extension of a motorization program. There is a corollary to motorization i. e. the availability of a road net. The road construction, performed by the Italian Expeditionary forces, represents perhaps a major contribution after the occupation of Dessye, for instance, a highway was ready from Massowa to Dessye. It is reported that 3540 km. of new roads were constructed in the theater; these roads were adequate for

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heaviest motor traffic. By April 15, 873 kms. of two-way all-weather roads were available, in the Northern theater as well as 1437 one-way roads with occasional sidings; most of them had a top-dressing of crushed rock that is expected to survive the rainy season; there is an enormous number of culverts and bridges; there were 1114 bridges of an average length of more than 60 ft.; in Somali the performance was equally creditable and a through road was finished in four months; this record is an index of the efficiency of Italian Engineers and a first class organization for highway construction. (*Militär Wochenblatt* No. 42.)

Abyssinian Failure—In a discussion of the operations of the North-Army leading to the defeat of the troops of Ras Kassa, Sejoum and Mulugheta, the failure of the Abyssinian strategic plan of a breakthrough of the Italian front and the cutting of the Italian L. of C. is explained as follows: "The Abyssinian hordes are unable to execute a co-ordinated strategic maneuver, since they have no conception of strategic objectives, co-operation and strategic leadership. At a given moment, they are apt to select their own objectives regardless of the intention of the high command. The Abyssinian is more suited to small operations, raids, local attacks, but not to envelopments or maneuver. There is an interesting account of a disastrous Cavalry attack in massed formation which proved the utter ignorance of the Abyssinians regarding the fire effect of modern automatic arms, employed on the defensive. (*Nazione Militare*, March, 1936.)

4 Marshal Pétain on a Unified Department of Defense—The centralization of control of Army, Navy and Air Force in a unified Department (Ministry) of Defense has long engaged the attention of responsible statesmen abroad. Consequently a declaration in favour of amalgamation coming from one of the most distinguished military commanders of our times, is noteworthy.

Marshal Pétain inquires: "... Is preparation for war to be a matter of the collaboration of the three Ministers of War or must we create an organism with powers over them?" Unity of command was not pressing when only military and naval forces were concerned because of definite lines of demarcation between their respective spheres; it is essential now, that a third arm has been introduced. He asks "Who shall decide on the tasks of the aerial force and on the hour of their intervention. The Army engages in a decisive battle. Who shall fix authoritatively the role of aircraft and the time and place of their participation? Perhaps a naval battle is at hand. Who will regulate the aerial contribution? Is the Air Force to be an auxiliary? If not, is it to act with full or with a restricted autonomy?"

These questions cannot be settled by the three commanders concerned who would probably appropriate all available means for their own objectives—"There must be a judge!"

Pétain's scheme is the creation of a Ministry of National Defense and a super General Staff, drawn from the services, to advise the Minister; no interference with the internal workings of the three traditional services is contemplated; Marshal Pétain avoids with the greatest care to openly challenge these vested interests; he just hints at his views by placing the word "sub-ministries" in brackets; it is obvious,

however, that no super Minister of Defense could operate effectively unless the present departments are subordinated administratively:

The Marshal lays the greatest stress on the formation of this General Staff, responsible for planning and charged with the general direction of operations in all theaters. The functions of the new Ministry would cover the following:

1—Co-ordination of the action of the three (Army, Navy, Air) Departments in all matters of higher policy and strategy.

2—Development of war plans and decisions on divergent theses.

3—Allotment of credits and manpower and co-ordination of armaments.

4—Organization of the Nation for war (through a fourth Ministry of Supply). (*Revue des Deux Mondes*, May, 1936.)

Comments—This problem is a real one—our own solution is only partial and through compromise, based on the action of joint boards; the principle of "paramount interest" is more in the nature of a political boundary than an effective instrument of co-operation; the domain of the air force is growing and difficult to define; nearly all great powers have tended toward the centralization of control of their fighting forces; the opposition, of course, has come from the traditional services who are reluctant to give up any prerogatives and are suspicious of innovations. Marshal Pétain's solution appears to guard their technical interests by a super General Staff drawn from all services.

5 Supply of Italo-Abyssinian Expedition—A recent report to the Italian Senate by the Secretary of War contains the first authentic data, so far available, on the logistic effort of Italy in the supply of the Abyssinian Expedition. A total of 450,000 rifles, 11,500 machine-guns, 800 tanks or armored combat vehicles, about 80,000 horses, mules and camels and 13,500 motorvehicles were shipped to East Africa. 478 steamer roundtrips were made to the middle of March 1936. At the peak of supply shipments, in a single month, from August to September, over 1,000,000 tons were shipped from the port of Naples alone; in that particular period 3 divisions embarked for Lybia and considerable general reinforcements for the Dodecanese Islands; these shipments comprised 100,000 men, 200 guns, 6,000 mules and 2,300 motor vehicles of every category. It was the practice to maintain these divisions, in maneuver training, for a period of 1 to 3 months, prior to embarkation, in order to assure a high state of training and technical perfection at the moment of embarkation. From February to December 1935, Italy has mobilized over a million soldiers and an officer corps of 40,000; the Fascist militia was organized into larger units, but composed of volunteers.

The success of Graziani, on the difficult southern front, is ascribed primarily to the extensive use of motorized units; surprise was possible by the rapid advance, by motor transportation, of the principal combat elements. Graziani reports the astounding advance of 400 kms. in 3 days of intermittent fighting.

The Q. M. Dept. appeared to have had no difficulty in procuring locally 80,000 mules. However, an outstanding lesson of the Abyssinian operations seems to point to the motorization of trains, with tracklaying vehicles while animal drawn trains were found to be inadequate.

As regards communications, the use of telephone lines was greatly reduced while short-wave radio was found entirely satisfactory and was used extensively.

The progress of armament, with modern types of automatic weapons (howitzers, infantry cannon, tanks, etc.) is rapid; by the end of 1936, each infantry regiment will have about 150 auxiliary weapons comprising mortars, machine-guns and anti-tank guns. (*Militär Wochenblatt*, No. 39-1936.)

Italian air development has also kept
(Continued on Next Page)

Foreign News-Digest

(Continued from Preceding Page)

pace with the refinement of the general armament: the Air Ministry announced that no part of the Mediterranean could now escape Italian control and bombing machines are ready to be placed in service which could carry 1½ tons of bombs to any part of the Mediterranean. The war in Abyssinia had enabled the Air Force to demonstrate its possibilities: 25 air dromes had been built in Eritrea and 54 in Somaliland. Many of these installations will remain in service because it is appreciated that only by means of the Air Force can such a vast colonial region be kept under firm control. (Army, Navy & Air Force Gazette. April 1936.)

C. A. W.

Inspects Naval Reserve Units

Rear Adm. Adolphus Andrews, Chief of the Bureau of Navigation, returned to his office July 16 after having visited Naval Reserve and ROTC units in Chicago, Detroit and Cleveland.

Accompanied by Capt. W. O. Spears, USN, Chief of the Naval Reserve Division of the Bureau, Admiral Andrews inspected the Naval Reserve and its armory, the ROTC unit at Northwestern University and the Curtis-Reynolds air-

port. Monday the two officers inspected the Great Lakes Training Station. There were five ships of the Naval Reserve at Chicago ready for a summer cruise and Admiral Andrews went aboard and inspected each of the five ships. In the afternoon he inspected the base and new equipment and later reviewed the enlisted men and their quarters.

Arriving in Detroit Monday night, Admiral Andrews inspected the Naval Reserve unit there and the hydrographic office.

Wednesday he inspected the Naval Reserve unit and hydrographic office in Cleveland.

Admiral Andrews stated that he was highly pleased with the units he visited and that they were in good shape. He also expressed pleasure with the splendid type of recruits the Naval Reserve is now getting. He also expressed delight with the excellent shape in which Rear Adm. John Downes, commandant of the Great Lakes Training Station, and his staff had the training station which has been opened only about a year.

Admiral Andrews also expressed the desire of creating a closer relationship between the U. S. Navy and Naval Reserve with the intention of welding the Reserves into a more formidable branch of the Navy.



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SERVICE NEWS AND GOSSIP

Navy to Retain Destroyers—Admiral William H. Standley, Acting Secretary of the Navy, said at his press conference this week that as the result of Great Britain's invocation of the escalator clause in the 1930 naval treaty, the Navy will retain approximately 40,000 tons of destroyers which otherwise would be scrapped. Formal notification of the British move was made late Wednesday.

Under the escalator clause any signatory nation may retain ships it considers necessary because of change of conditions or construction of new ships by other nations. Britain's retention of 40,000 tons of destroyers automatically permits the United States to retain the same amount. Japan may retain 70 per cent or about 28,133 tons.

Only 10 destroyers now in commission in the United States Navy are under age, but 51 more are under construction. These 61 ships plus those retained under the escalator clause are expected to give the U. S. Navy about 190,000 tons of destroyers.

Non-Partisan National Defense—Keeping of National Defense considerations free from party politics has been an objective for many years and it is creditable that it continues to be voiced as an objective. Recently members of the House Military Affairs and a number of House leaders presented a silver vase to Representative McSwain, retiring chairman of the House Military Committee. In the course of his acceptance speech Chairman McSwain said: "I have sought to follow the example set by those predecessors under whom I have served, such as Percy Quinn, W. Frank James, John M. Morin, John C. McKenzie, and Julius Kahn, by ignoring party lines and by distributing the responsibility for decision and action throughout the entire membership of the committee. It has been my slogan that 'Where national defense begins, partisan politics must end.' I do not recall that party names have ever been used in any committee meeting except sometimes in a jocular way. I am sure partisan feeling has never been in my heart, and I do not believe it has been in the heart of any member of the committee on either side. We are interested in the safety of America. The problems of national defense are the same and will be the same, irrespective of which party may be in power. Our national policies, which in a large measure determine our defensive policies, and our strategic situation and its problems are all fixed quantities and do not admit of variation when the party label changes in the administration of our Government's affairs."

Fleet Marine Force Staff—Brig. Gen. Douglas C. McDougal, Commanding General, Fleet Marine Force, announced his staff as follows, July 1, 1935:

Lt. Col. W. H. Rupertus, Chief of Staff; Col. Bennet Puryear, Jr., Force Quartermaster; Lt. Col. T. E. Watson, Planning Section, additional duty A. C. of S. F-4 (Supply); Lt. Col. L. L. Leech, Artillery and Base Defense Officer; Lt. Col. C. I. Murray, A. C. of S. F-1 (Personnel); Maj. J. W. Webb, A. C. of S. F-3 (Operations); Maj. J. T. Smith, Planning Section, additional duty Assistant F-3; Maj. R. H. Jesche, Planning Section, additional duty Assistant F-1; Maj. H. D. Campbell, Air Liaison Officer; Capt. R. H. Schubert, Communications Officer, additional duty CO, Headquarters Co.; Capt. G. A. Williams, A. C. of S. F-2 (Intelligence).

All the officers are on duty at present with the exception of Colonel Puryear, Force Quartermaster, who will report in September.

Cost of Defense—Representative Sisson of New York utilized the appendix of the Congressional Record to urge a reduction of expenditures for National Defense. He cited a sum "in excess of \$1,200,000,000 for military and naval purposes" and asserted that "the admirals and generals have requested even more funds as necessary to protect the people of the United States from war."

"If the Philippine Islands, situated as they are," declared Mr. Sisson, "can, by the development of a policy based upon defense against invasion, pay for such a program at a total cost of \$80,000,000, there seems to me little reason why the people of the United States should be burdened with an expenditure in 1 year of 15 times that sum. What we need to do is to have such an impartial survey conducted by civilian leaders as that proposed by the Benson-Luckey resolutions. Such a survey

and the development of a policy of coordination of our Army and Navy, combined with neutrality legislation to keep our country out of war and supplemented by a policy of international cooperation for the peaceful settlement of disputes, should ensure a greater degree of safety and a much lower cost to the American people. The size of our military and naval budgets, large as they are, does not mean that we are being adequately protected. Protection comes in quality, not quantity. Peaceful relations with other nations comes with the enunciation of a clear-cut, decisive policy of cooperation in peace and the readiness to defend ourselves against invasion in the event of war. The American people know what they want. Such a policy would answer their wishes and ensure ourselves against misunderstandings, whether they be in the Far East or in Europe."

High Altitude Bombing—The 9th Bombardment Squadron of Hamilton Field, Calif., has just finished a period of high altitude bombing at Mather Field, Calif., during which time a total of 496 bombs were dropped from an altitude of 18,000 feet. The ground temperature averaged 90° F. or above, and was the cause of much discomfort as the flying personnel had to don heavy flying suits for protection against the freezing temperatures aloft.

This was the first extensive bombing done by this squadron at 18,000 feet, and much information was derived therefrom. The Martin bombers were loaded with nine 100-pound Mark I practice bombs, which were dropped individually in nine successive trips over the target. This necessitated remaining at the bombing altitude for over an hour which enabled the pilots to gain experience in maneuvering the airplanes at high altitudes for a considerable length of time. All pilots found that flying the precise and accurate courses necessary to bombing at this altitude and at the same time using the microphone and inhaling oxygen was very fatiguing. The bombardiers too, found that manipulating the bomb sight and related controls called for a lot more exertion than at the lower altitudes. Upon return to the ground, those participating in these flights became drowsy and lethargic and the fatigue appeared to be out of proportion to the time flown. However, as the flying personnel became more accustomed to and proficient at operating at this altitude, the missions became less fatiguing.

It was found that any errors in sighting or releasing the bomb were considerably magnified by the time the bombs reached the ground. Especially was this true of bombs which started their fall as wobblers. Although the scores have not been fully analyzed, it is believed that they determined many of the variables of high altitude bombing.

Construction Progress of Naval Vessels—The Bureau of Construction and Repair, Navy Department, reported the aircraft carrier Yorktown to be 80.1 per cent complete in its hull and 81 per cent complete in its machinery on July 1, 1936; the aircraft carrier Enterprise was 75.6 and 77 per cent complete in its hull and machinery, respectively, on the same date, and the aircraft carrier Wasp was 3.8 and 13 per cent complete in hull and machinery, respectively, on July 1. The Yorktown is scheduled for completion March 15, 1937; the Enterprise July 1, 1937, and the Wasp September 19, 1938.

Following are the places of building, the percentages of completion on hull and machinery as of July 1 and the estimated dates of completion of ships of other classes under construction for the Navy:

Heavy cruisers—Vincennes, Fore River, 85.2 and 87, Jan. 2, 1937; Wichita, Philadelphia, 30.1 and 26, May 1, 1938.

Light cruisers—Brooklyn, New York, 65.5 and 50.7, May 1, 1937; Philadelphia, Philadelphia, 58.7 and 43.7, May 1, 1937; Savannah, New York, 38.2 and 56.9, June 15, 1937; Nashville, New York, 36.4 and 54.9, Sept. 15, 1937; Phoenix, New York, 27.4 and 25.1, Dec. 15, 1937; Boise, Newport News, 48.2 and 34.2, Aug. 22, 1937; Honolulu, New York, 46.9 and 44.8, Sept. 1, 1937; no progress on hull of St. Louis, building at Newport News, but 1.7 per cent of machinery completed, due Jan. 2, 1939; Helena, New York, no progress reported, due May 16, 1939.

Submarines—Perch, Groton, Conn., 93.9 and 83, Dec. 22, 1936; Pickerel, Groton, 90.0 and 71, March 8, 1937; Permit, Groton, 80 and 58, May 22, 1937; Plunger, Portsmouth, 65.5 and 69.9, Feb. 1, 1937; Pollack, Portsmouth, 53.6 and 64.8, May 1, 1937; Pompano, Mare Island, 36.2 and 53.1, Aug. 1, 1937; Salmon, Groton, 26.7 and 6.5, Dec. 19, 1937; Seal, Groton, 25.6 and 6.5, March 19, 1938; Skipjack, Groton, 23 and 6.5, June 19, 1938; Snapper, Portsmouth, 5.7 and 3.8, March 1, 1938; Stingray, Portsmouth, 5.7 and 3.8, June 1, 1938; Sturgeon, Mare Island, 3.6 and .1, June 1, 1938.

Destroyers (1850 ton)—Porter, New York, 94.8 and 93.8, Aug. 28, 1936; Selfridge, New York, 88 and 84, Oct. 30, 1936; McDougal, New York, 73.2 and 79.2, Dec. 30, 1936; Winslow, New York, 70.9 and 78, Feb. 26, 1937; Moffett, Fore River, 67.8 and 96.3, Aug. 10, 1936; Balch, Fore River, 90.5 and 92.8, Oct. 3, 1936; Somers, Kearney, N. J., 52 and 49.1, Aug. 1, 1937; Warrington, Kearney, 49.3 and 48.4, Sept. 22, 1937; Sampson, Bath, Me., 9.8 and 16.2, Feb. 19, 1938; Davis, Bath, 8.9 and 13.3, May 19, 1938; Jouett, Bath, 9.9 and 11.3, Aug. 19, 1938.

Destroyers (1500 ton)—Mahan, Staten Island, N. Y., 98.5 and 93.7, Aug. 15, 1936; Cummings, Staten Island, 94.7 and 90.2, Sept. 1, 1936; Drayton, Bath, 90.1 and 97.2, Aug. 15, 1936; Lamson, Bath, 94.6 and 92, Oct. 15, 1936; Flusser, Kearney, 96.1 and 98.3, Sept. 1, 1936; Reid, Kearney, 93.3 and 96.3, Oct. 15, 1936; Case, Boston, 96 and 91, Nov. 1, 1936; Conyngham, Boston, 93 and 86, Nov. 1, 1936; Cassin, Philadelphia, 95.7 and 90.3, Nov. 1, 1936; Shaw, Philadelphia, 93.3 and 89, Dec. 1, 1936; Tucker, Norfolk, Va., 95.4 and 91.1, Nov. 1, 1936; Downs, Norfolk, 92.4 and 89.1, Dec. 1, 1936; Cushing, Puget Sound, 93.2 and 85.9, Oct. 1, 1936; Perkins, Puget Sound, 92.1 and 85.9, Oct. 15, 1936; Smith, Mare Island, 89 and 87.3, Oct. 1, 1936; Preston, Mare Island, 85.8 and 84.4, Nov. 1, 1936; Gridley, Fore River, 45.4 and 53.2, March 2, 1937; Craven, Fore River, 44.8 and 49, June 2, 1937; Dunlap, Staten Island, 71 and 68.8, Dec. 9, 1936; Fanning, Staten Island, 66.4 and 67.6, Jan. 9, 1937; Bagley, Norfolk, 46.2 and 72.4, March 1, 1937; Blue, Norfolk, 39.2 and 58.3, May 1, 1937; Helm, Norfolk, 38.2 and 54.3, July 1, 1936; Mugford, Boston, 41 and 55, April 1, 1937; Ralph Talbot, Boston, 41 and 54, July 1, 1937; Henley, Mare Island, 37 and 59.7, July 1, 1936; Patterson, Puget Sound, 40.7 and 59.6, May 1, 1937; Jarvis, Puget Sound, 36.7 and 59.6, July 1, 1937; Benham, Kearney, 3.9 and .6, Jan. 14, 1938; Ellet, Kearney, 3.9 and .6, April 14, 1938; Lang, Kearney, 3.9 and .6, July 14, 1938; McCall, Fore River, 25.2 and 21.9, Sept. 19, 1937; Maury, Fore River, 24.8 and 20.2, Dec. 19, 1937; Mayrant and Trippe, Boston, no progress reported, due June 14 and Aug. 14, 1938, respectively; Rhind, Philadelphia, .2 and 0, June 14, 1938; Rowan, Norfolk, .8 and 0, June 14, 1938; Stack, Norfolk, .8 and 0, Aug. 14, 1938; Sterett, Charleston, 1.7 and .1, June 14, 1938; Wilson, Puget Sound, no progress reported, due June 14, 1938.

Gunboats—Erie, New York, 98 and 93.4, Aug. 1, 1936; Charleston, Charleston, S. C., 98.1 and 94.7, Sept. 15, 1936.

*Indefinite delay may be involved.

Liquid Oxygen Generator Truck—A 22-thousand pound liquid oxygen generator truck, the only one of its kind in the world, was shipped recently from New York by the U. S. Army Transport Scottsburg and turned over to the Air Corps at France Field, C. Z. The mission of the truck is to generate oxygen into storage tanks which may be carried in the cockpits of the planes for use by the flyers when great altitude is reached. The truck is said to have cost the Army approximately \$100,000.

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Marine Corps Orders

(Continued from Page 1045)

Academy, Annapolis, Md.
2nd Lt. Wilmer E. Barnes, on Aug. 15, 1936, detached MB, Wash., D. C., to 1st Marine Brig., FMF, MB, Quantico, Va.
2nd Lt. Cheverly S. White, on Aug. 15, 1936, detached MB, Wash., D. C., to 1st Marine Brig., FMF, MB, Quantico, Va.
2nd Lt. Gordon E. Hendricks, on or about July 23, 1936, detached 1st Marine Brig., FMF, MB, Quantico, Va., to MB, Wash., D. C.
1st Lt. William M. O'Brien, on Aug. 14, 1936, relieved from present duties at MB, Quantico, Va., and assigned to Junior Course, Marine Corps School, MB, Quantico, Va.
Ch. Mar. Gnr. Charles A. Johnson, on Sept. 1, 1936, detached MB, Navy Yard, Portsmouth, N. H., and ordered home to retire Nov. 1, 1936.
Ch. QM. Clk. William R. Affleck, about July 30, 1936, detached MB, Quantico, Va., to MB, Navy Yard, Cavite, P. I., via SS President Jefferson, sailing from Seattle, Wash., Aug. 1, 1936.
Ch. QM. Clk. James M. Fountain, dismissed from Marine Corps.
QM. Clk. John L. McCormick, on or about July 18, 1936, detached MB, Navy Yard, Cavite, P. I., to MB, Navy Yard, Mare Island, Calif., via USAT Grant, scheduled to arrive at San Francisco, Aug. 17.
The following named officers were promoted to the grades indicated, subject to confirmation on July 8, 1936, with rank from dates indicated:
Lt. Col. James W. Webb—June 30, 1936, No. 6.
Capt. LePage Cronmiller—Sept. 1, 1936, No. 5.
Capt. Arthur H. Butler—June 30, 1936, No. 18.
Capt. John H. Griebel—June 30, 1936, No. 44.
Capt. Louis C. Plain—June 30, 1936, No. 89.
Ch. Mar. Gnr. Johnnie C. Vaughan—May 27, 1936.
Capt. Raymond F. Crist, jr., was promoted to that rank, subject to confirmation on July 13, 1936, with rank from July 1, 1936, No. 1.
The following named men have been appointed second lieutenants in the Marine Corps and have been assigned to duty at the stations indicated:
William H. Barba—MB, Navy Yard, Portsmouth, N. H.
Charles L. Banks—1st Marine Brig., FMF, MB, Quantico, Va.
Alan M. Barelay—MB, Navy Yard, Boston, Mass.
Arthur B. Barrows—Basic School, MB, Navy Yard, Philadelphia, Pa.
Chester E. Bennett—Basic School, MB, Navy Yard, Philadelphia, Pa.
Graham H. Benson—Basic School, MB, Navy Yard, Philadelphia, Pa.
Spencer S. Berger—Basic School, MB, Navy Yard, Philadelphia, Pa.
James G. Bishop, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Orin C. Bjornsrud—Basic School, MB, Navy Yard, Philadelphia, Pa.
James S. Blais—Basic School, MB, Navy Yard, Philadelphia, Pa.
Albert H. Bohne—NAS, Pensacola, Fla.
George S. Bowman—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert W. Boyd—MB, Washington, D. C.
George F. Britt—Basic School, MB, Navy Yard, Philadelphia, Pa.
Wade H. Britt, jr.—MB, Norfolk, Navy Yard, Portsmouth, Va.
Otis B. Brown—Basic School, MB, Navy Yard, Philadelphia, Pa.
Jean H. Buckner—Basic School, MB, Navy Yard, Philadelphia, Pa.
Joseph O. Butcher—Basic School, MB, Navy Yard, Philadelphia, Pa.
Verlo R. Butz—Basic School, MB, Navy Yard, Philadelphia, Pa.
William R. Campbell—NAS, Pensacola, Fla.
Noel O. Castle—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert Chambers—Basic School, MB, Navy Yard, Philadelphia, Pa.
Max C. Chapman—Basic School, MB, Navy Yard, Philadelphia, Pa.
Stuart M. Charlesworth—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert W. Clark—MD, NP, Navy Yard, Portsmouth, N. H.
Francis H. Cooper—Basic School, MB, Navy Yard, Philadelphia, Pa.
Henry H. Crockett—Basic School, MB, Navy Yard, Philadelphia, Pa.
William L. Crouch—Basic School, MB, Navy Yard, Philadelphia, Pa.
Howard L. Davis—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert M. Dean—Basic School, MB, Navy Yard, Philadelphia, Pa.
John F. Dobbin—NAS, Pensacola, Fla.
Malcolm O. Donehue—Basic School, MB, Navy Yard, Philadelphia, Pa.
Edward H. Drake—Basic School, MB, Navy Yard, Philadelphia, Pa.
Charles F. Duchain—Basic School, MB, Navy Yard, Philadelphia, Pa.
John H. Earle, jr.—MB, Navy Yard, Philadelphia, Pa.
Louis A. Ennis—Basic School, MB, Navy Yard, Philadelphia, Pa.

Richard A. Evans—Basic School, MB, Navy Yard, Philadelphia, Pa.
William N. Ferris—Basic School, MB, Navy Yard, Philadelphia, Pa.
Walter N. Flournoy—Basic School, MB, Navy Yard, Philadelphia, Pa.
Paul J. Fontana—Basic School, MB, Navy Yard, Philadelphia, Pa.
Glenn C. Funk—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert E. Gales—NAS, Pensacola, Fla.
Allen B. Geiger—Basic School, MB, Navy Yard, Philadelphia, Pa.
John H. Gill—Basic School, MB, Navy Yard, Philadelphia, Pa.
William E. Gise—NAS, Pensacola, Fla.
Bryghte D. Godbold—Basic School, MB, Navy Yard, Philadelphia, Pa.
Milo G. Haines—NAS, Pensacola, Fla.
Edwin L. Hamilton—FMF, MCB, NOB, San Diego, Calif.
John D. Harshberger—NAS, Pensacola, Fla.
John B. Heles—Basic School, MB, Navy Yard, Philadelphia, Pa.
Daniel J. Hennessy—Basic School, MB, Navy Yard, Philadelphia, Pa.
Howard V. Hiett—Basic School, MB, Navy Yard, Philadelphia, Pa.
Thornton M. Hinkle—Basic School, MB, Navy Yard, Philadelphia, Pa.
Russell E. Honowetz—Basic School, MB, Navy Yard, Philadelphia, Pa.
Gavin C. Humphrey—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert J. Johnson—Basic School, MB, Navy Yard, Philadelphia, Pa.
Edward W. Johnston—NAS, Pensacola, Fla.
George W. Killen—Basic School, MB, Navy Yard, Philadelphia, Pa.
Kenneth A. King—NAS, Pensacola, Fla.
Gordon H. Knott—NAS, Pensacola, Fla.
Wood B. Kyle—FMF, MCB, NOB, San Diego, Calif.
Oscar K. LaRoque, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Fred H. Lemmer—Basic School, MB, Navy Yard, Philadelphia, Pa.
Tom C. Loomis—Basic School, MB, Navy Yard, Philadelphia, Pa.
Marion M. Magruder—Basic School, MB, Navy Yard, Philadelphia, Pa.
Carl G. Marzke—Basic School, MB, Navy Yard, Philadelphia, Pa.
Leonard M. Mason—Basic School, MB, Navy Yard, Philadelphia, Pa.
Charles W. May—Basic School, MB, Navy Yard, Philadelphia, Pa.
Arthur P. McArthur—Basic School, MB, Navy Yard, Philadelphia, Pa.
Henry L. McConnell—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert C. McGlashan—Basic School, MB, Navy Yard, Philadelphia, Pa.
George A. McKusick—NAS, Pensacola, Fla.
Lee C. Merrell, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Philip C. Metzger—MD, Reina Mercedes, NA, Annapolis, Md.
Ronald K. Miller—Basic School, MB, Navy Yard, Philadelphia, Pa.
James E. Mills—Basic School, MB, Navy Yard, Philadelphia, Pa.
Harold J. Mitchener—Basic School, MB, Navy Yard, Philadelphia, Pa.
Thomas C. Moore, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
John E. Morris—Basic School, MB, Navy Yard, Philadelphia, Pa.
James C. Murray, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Hollis U. Mustain—FMF, MCB, NOB, San Diego, Calif.
James A. Neefus—NAS, Pensacola, Fla.
Charles J. Nicholas, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Charles R. Nicholson—MB, NOB, Norfolk, Va.
Stewart B. O'Neill—MB, NOB, Norfolk, Va.
Frederick R. Payne, jr.—NAS, Pensacola, Fla.
Kermit M. Pennington—Basic School, MB, Navy Yard, Philadelphia, Pa.
August F. Penzold, jr.—MB, Parris Island, S. C.
Lewis H. Pickup—Basic School, MB, Navy Yard, Philadelphia, Pa.
William J. Piper, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Douglas E. Reeve—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert H. Richard—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert W. Rickert—Basic School, MB, Navy Yard, Philadelphia, Pa.
William D. Robertson—Basic School, MB, Navy Yard, Philadelphia, Va.
Roy Robinson—MB, NOB, Norfolk, Va.
Noah J. Rodcheffer—Basic School, MB, Navy Yard, Philadelphia, Pa.
Thomas G. Roe—Basic School, MB, Navy Yard, Philadelphia, Pa.
Lindley M. Ryan—Basic School, MB, Navy Yard, Philadelphia, Pa.
Joseph P. Sayers—Basic School, MB, Navy Yard, Philadelphia, Pa.
DeWolf Schatzel—Basic School, MB, Navy Yard, Philadelphia, Pa.
John F. Schoettel—Basic School, MB, Navy Yard, Philadelphia, Pa.
Maynard C. Schultz—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert F. Scott—Basic School, MB, Navy

Yard, Philadelphia, Pa.
Charles J. Selbert, II—Basic School, MB, Navy Yard, Philadelphia, Pa.
Frank Shine—Basic School, MB, Navy Yard, Philadelphia, Pa.
Ormond R. Simpson—FMF, MCB, NOB, San Diego, Calif.
George T. Skinner—Basic School, MB, Navy Yard, Philadelphia, Pa.
Everett W. Smith—Basic School, MB, Navy Yard, Philadelphia, Pa.
John L. Smith—Basic School, MB, Navy Yard, Philadelphia, Pa.
Levi W. Smith, jr.—MB, Parris Island, S. C.
Arthur R. Stacy—Basic School, MB, Navy Yard, Philadelphia, Pa.
John P. Stafford—Basic School, MB, Navy Yard, Philadelphia, Pa.
Jack L. Stonebanks—Basic School, MB, Navy Yard, Philadelphia, Pa.
David W. Stoncliffe—Basic School, MB, Navy Yard, Philadelphia, Pa.
Robert W. Thomas—Basic School, MB, Navy Yard, Philadelphia, Pa.
Zane Thompson, jr.—NAS, Pensacola, Fla.
Ellsworth G. VanOrman—Basic School, MB, Navy Yard, Philadelphia, Pa.
Harry A. Waldorf—Basic School, MB, Navy Yard, Philadelphia, Pa.
Lewis W. Walt—Basic School, MB, Navy Yard, Philadelphia, Pa.
Gordon Warner—Basic School, MB, Navy Yard, Philadelphia, Pa.
Russell B. Warye—Basic School, MB, Navy Yard, Philadelphia, Pa.
Arthur H. Weinberger—MB, Navy Yard, Charleston, S. C.
John J. Wernuth—Basic School, MB, Navy Yard, Philadelphia, Pa.
Cecil W. Wight—Basic School, MB, Navy Yard, Philadelphia, Pa.
John E. Willey—Basic School, MB, Navy Yard, Philadelphia, Pa.
Marlowe C. Williams—Basic School, MB, Navy Yard, Philadelphia, Pa.
Roger Willock—Basic School, MB, Navy Yard, Philadelphia, Pa.
William T. Wingo, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Pelham B. Withers—NAS, Pensacola, Fla.
Noah P. Wood, jr.—Basic School, MB, Navy Yard, Philadelphia, Pa.
Horatio C. Woodhouse, jr.—MB, Norfolk Navy Yard, Portsmouth, Va.
Erma A. Wright—Basic School, MB, Navy Yard, Philadelphia, Pa.
Donald K. Yoast—NAS, Pensacola, Fla.
Carl A. Youngdale—Basic School, MB, Navy Yard, Philadelphia, Pa.

Navy Orders

(Continued from Page 1045)

Yard, Cavite; to Receiving Ship at New York, N. Y.
Lt. Comdr. Grover C. Klein (CC), det. Navy Yard, Cavite; to duty as Suptg. Constructor, United Dry Docks, Inc., New York, N. Y.
July 11, 1936
Capt. Ulys R. Webb (MC), det. as Med. Officer in Command of Nav. Med. Center, Wash., D. C., on Aug. 10; to duty as Insp. of Med. Dept. Activities, 11th Nav. Dist.
Lt. Bernard S. Pupek (MC), desp. ors. May 15 modified. To duty Nav. Hosp., Philadelphia, Pa.; instead instn. U. of Pa. Grad. School of Medicine, Philadelphia, Pa.
Lt. (jg) George W. Wright (MC), acceptance of resignation cancelled. To temp. duty USS Argonne.
July 13, 1936
Lt. Irvin M. Hansen, det. USS Relief; continue trmt. Nav. Hosp., San Diego, Calif.
Lt. Comdr. Charles W. Charlton (SC), det. Nav. Ammun. Depot, Ft. Mifflin, Pa., in Sept.; to Naval Station, Guam.
Ch. Mach. Louis J. Kreinbuhl, det. 3rd Nav. Dist., on Aug. 1; to home, relieved all active duty.
July 14, 1936
Lt. Comdr. Benjamin C. Purrington, det. USS Langley about July 1; to duty as Dist. Communication Officer, 3rd Naval District.
Lt. (jg) Thurston B. Clark, det. VS Sqn. 3B (USS Lexington) about July 8; to USS Lexington.
Lt. (jg) Carlton C. Lucas, orders Feb. 28 revoked. Continue duty VS Sqn. 3B (USS Lexington).
Lt. (jg) John O. Miner, det. USS Minneapolis about July 11; to c.f.o. USS Cushing and on board when commissioned.
Ens. Charles A. Bilek, det. USS Schenck about Aug. 23; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. Albert M. Bontier, det. USS Colorado about June 25; to USS Wickes.
Ens. Graham P. Bright, det. USS Idaho about Aug. 28; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. John B. Cline, det. USS West Virginia about Aug. 28; to instn. Naval Finance and Supply School, Phila., Pa.
Ens. Holman Lee, jr., det. USS West Virginia about Aug. 28; to instn. Naval Finance and Supply School, Phila., Pa.
Ens. Frederick K. Longshore, det. USS MacLeish about Aug. 28; to instn. Naval

Finance and Supply School, Navy Yard, Phila., Pa.
Ens. William T. Samuels, det. USS Memphis about Aug. 21; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Lt. Comdr. James A. Fields (MC), orders June 23 modified. Det. about Aug. 20; to Nav. Powder Factory Indianhead, Md.; instead Receiving Ship, San Francisco, Calif.
Lt. Herman M. Maveety (MC), det. Nav. Hosp., Puget Sound, Wash., about Aug. 1; to Navy Yard, Puget Sound, Wash.
Lt. (jg) George R. Hogshire, jr., (MC), det. Navy Yard, Puget Sound, Wash., about Aug. 1; to Naval Hosp., Puget Sound, Wash.
Lt. Comdr. Patrick A. McCole (DC), det. Nav. Academy about Aug. 17; to Bu. M. & S., Navy Dept.
Lt. (jg) Ralph W. Taylor (DC), det. Nav. Hosp., San Diego, Calif., about Aug. 1; to Nav. Hosp., Pearl Harbor, T. H.
Lt. (jg) Kenneth O. Turner (DC), det. Navy Yard, New York, N. Y., about Aug. 15; to USS Whitney.
Lt. Clement F. Cotton (CC), det. USS Lexington about Aug. 1; to Bu. Aero., Navy Dept.

July 15, 1936

Lt. Comdr. George T. Campbell, det. USS Bushnell about July 28; to USS Salt Lake City as 1st Lieutenant and damage control officer.
Lt. Comdr. Byron S. Dague, on disch. trmt. Nav. Hosp., San Diego, Calif.; to USS California as navigating officer.
Lt. Comdr. Guy B. Hoover, orders May 27 modified. To USS Utah as executive officer; instead duty USS Salt Lake City.
Lt. Elmer A. Tarbutton, duty as asst. engineer officer, USS California.
Lt. (jg) Ernest P. Abrahamson, det. USS Bass; to USS S-1.
Lt. (jg) George W. Bailey, det. USS Quincy in July; to instn. Mass. Institute of Tech., Cambridge, Mass.
Lt. (jg) Paul H. Grouleff, on disch. trmt. Nav. Hosp., San Diego, Calif.; to USS S-46.
Lt. (jg) George T. McCready, jr., det. USS Fairfax about July 3; to USS Argonne.
Lt. (jg) Edward A. Wright, det. USS Jacob Jones in July; to instn. Mass. Inst. of Tech., Cambridge, Mass.
Ens. Raymond L. Abrahamson, det. USS Childs about Aug. 28; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. Louis M. Detweiler, det. USS Chicago about Aug. 28; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. John W. Kearns, det. USS Williamson about Aug. 82; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. Thomas A. Long, det. USS Concord about Aug. 28; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Ens. William I. Robbins, det. USS Tennessee about Aug. 28; to instn. Nav. Finance and Supply School, Navy Yard, Phila., Pa.
Lt. Comdr. James J. O'Connor (MC), det. Nav. Hosp., Pearl Harbor, T. H., in Aug. or Sept.; to instn. Univ. of Penn., Phila., Pa.
Lt. William E. Carskadon (MC), on disch. trmt. Nav. Hosp., San Diego; to duty Nav. Hosp., San Diego.
Lt. (jg) Lloyd W. Colton (DC), det. Nav. Air Sta., San Diego, Calif., about Aug. 1; to Nav. Hosp., San Diego, Calif.
Lt. (jg) James A. Morton (DC), det. USS Minneapolis in Sept.; to Asiatic Station.
Rad. Elec. Aug. B. Cook, det. Radio Matl. School, Nav. Research Lab., Bellevue, D. C., about Aug. 26; to duty as Off. in Chg., Nav. Radio Sta., San Juan, Puerto Rico.
Actg. Pay Clk. Donald J. Hos, to duty USS Salinas.
Actg. Pay Clk. J. Marshall Knowles, to duty Destroyer Div. 17.
Actg. Pay Clk. Louis C. Lertz, to duty USS Memphis.
Actg. Pay Clk. Shannon H. McCarter, to duty Destroyer Div. 18.
Actg. Pay Clk. Glen C. Moore, to duty Base Force.
Actg. Pay Clk. Kenneth H. Stimeling, to duty USS Langley.
Actg. Pay Clk. Malvern D. Young, to duty USS Rigel.
Asiatic Orders July 13, 1936
Comdr. Benjamin S. Kilmaster, to command USS Canopus.
Lt. Comdr. A. G. Quynn, to command USS Mindanao.
Lt. Comdr. W. H. Ferguson, to command USS Palos.
Lt. Comdr. C. Antrobus, det. command USS Palos; to 16th Nav. District.
Lt. P. C. Treadwell, to command USS Heron.
Lt. T. T. Beattie, to Dest. Sqn. 5.
Lt. M. E. Miles, to Dest. Sqn. 5.
Lt. (jg) R. W. Cavenagh, to Subm. Sqn. 5.
Lt. (jg) E. Olsen, to Subm. Sqn. 5.
Ens. G. H. Laird, jr., to Subm. Sqn. 5.
Ens. J. C. Titus, to Subm. Sqn. 5.
Ens. C. C. Butterworth, to Dest. Sqn. 5.
Ens. T. C. Edgington, 3rd, to Dest. Sqn. 5.
Ens. S. L. Erwin, to Dest. Sqn. 5.
Ens. L. L. Snider, to Dest. Sqn. 5.
Ens. P. W. Winston, to Dest. Sqn. 5.
Comdr. R. W. Clark (SC), disch. trmt. Nav. Hosp., Canacao; to 12th Nav. Dist., for further hospitalization.

CPO Transfers

Edgar Anglin, ACMM, NAS Pensacola to VP Squadron 15-F.

Noah W. Askew, CBM, RS Philadelphia to USS McDougal.

John Biddle, CEM, N. Hosp., Philadelphia to USS Antares.

Harvey D. Buck, ACMM, NAS San Diego to VP Squadron 11-F.

Wilbert Burgess, ACMM, NAS Norfolk to VP Squadron 15-F.

Francis V. Christy, ACMM, VP Squadron 10-F to NAS Norfolk, Va.

George J. Cinquars, ACMM, NAS San Diego to VP Squadron 11-F.

Waman Clark, CMM, RS New York to USS Utah.

Luther W. Coleman, ACMM, NAS Anacostia to VP Squadron 15-F.

Merlin J. Cone, CRM, Nav. Tr. Sta. Anacostia to USS Conyngham.

Lee F. Curtis, CPHM, RS Norfolk to Hosp. School, Portsmouth, Va.

Ralph V. Decoursey, CRM, RS San Francisco to NAS Anacostia, D. C.

Rudolph Doell, ACM, VS Squadron 10-S to NAS Pensacola, Fla.

Edward L. Donahue, CWT, USS California to NRS Salt Lake City, Utah.

Lester L. Doty, CPHM, NAS Lakehurst to USS Flusser.

Ray R. Dwyer, ACMM, USS Reina Mercedes to USS Charleston.

Henry C. Dyer, CPHM, NAS Lakehurst, N. J., to N. Hosp., Philadelphia, Pa.

Ralph L. Gill, ACMM, NAS Anacostia, D. C., to VP Squadron 15-F.

Charles L. Griffith, ACOM, NPG Dahlgren, Va., to VP Squadron 15-F.

Herschel B. Hamric, ACMM, NAS Anacostia, D. C., to VP Squadron 15-F.

Charles R. Harvey, CPHM, N. Hosp., Paris Is., to USS Downes.

Charles P. Hauer, CBM, USS Aylwin to RS Philadelphia, Pa.

John B. Heverly, CPHM, USS Reina Mercedes to Mar. Bks., Washington, D. C.

Lawrence E. Hibdon, CPHM, RS Norfolk, Va., to N. Hosp., New York.

Mark Hiestand, CRM, RS Norfolk, Va., to Comdesron Three.

Oliver F. Kastner, CPHM, USS Colorado to N. Hosp., Chelsea, Mass.

William F. Kulor, ACOM, NAS Pensacola, Fla., to Combaserfor.

Leland H. Lance, CPHM, RS Norfolk, Va., to Sixth Naval District.

Edgar D. Lintz, CCM, USS Saratoga to NAS Pensacola, Fla.

John J. Mato, CMM, USS Decatur to NRS Pittsburgh, Pa.

Oliver M. McKeown, CPHM, RS Norfolk, Va., to USS Reina Mercedes.

Major M. Medsker, CEM, RS Norfolk, Va., to USS Yorktown.

Edward H. Meeteer, CPHM, Mar. Bks., Washington, D. C., to USS Moffett.

"T" "M" Mendheim, ACMM, NAS Pensacola to VP Squadron 15-F.

Loran S. Messick, CPHM, FAB Coco Solo to Norfolk Naval Hosp.

Dominic M. Miranda, CWT, N. Hosp. Brooklyn to USS New Orleans.

Gerard T. Morton, ACMM, NAS San Diego to VP Squadron 11-F.

Oliver F. Oswald, CMM, USS Antares to USS Salinas.

David F. Patzig, ACMM, NAS Lakehurst to USS Erie.

Glen W. Price, CPHM, Hosp. School, Portsmouth to USS Sands.

Alva H. Ringle, CCStd, USS Reina Mercedes to Combaserfor.

Steven Sabol, CGM, RS San Francisco to NRS Albany, N. Y.

Arthur Sager, ACOM, USS Lexington to NPG Dahlgren, Va.

Clark A. Sanderson, CCStd, NRS Cincinnati to USS Barracuda.

Charles E. Shortridge, CRM, NAS Anacostia to USS Cassin.

Arthur D. Smalley, CCStd, N. Yd., Mare Island to Combaserfor.

James B. Stout, CRM, VF Squadron 6-B to NAS Anacostia, D. C.

Robert Swartzwelder, CWT, USS Altair to NRS Louisville, Ky.

Harry VanBuskirk, CPHM, USS Sands to Hosp. School, Portsmouth, Va.

Zack B. Wasson, CMM, USS Borie to NRS Birmingham, Ala.

Francis D. Watts, ACOM, NAS San Diego to VP Squadron 11-F.

Clarence R. Woolsey, CPHM, RS Norfolk, Va., to Third District.

Coast Guard Orders

Lt. Harold S. Maude, resignation accepted, effective upon receipt.

Chief Pay Clerk Louis Bresovic; died July 9, 1936.

Chief Carpenter Olaf G. Toblason, detached Naval Aircraft Factory, Philadelphia, Pa., and assigned duty as Inspector of Coast Guard Aircraft, Viking Flying Boat Company, New Haven, Conn.

Machinist Robert Allan, temporary duty on Chelan made permanent.

Army Orders

(Continued from Page 1045)

ton, Tex., to West Point, N. Y.

1st Lt. William P. Connally, jr., from Ft. Sam Houston, Tex., to duty with AGD, and attend Georgetown University Law School, Washington, D. C.

1st Lt. James G. Harding, from Ft. Sill, Okla., to Univ. of Pa., Philadelphia, Pa.

2nd Lt. Charles A. Symroski, from West Point, N. Y., to 84th FA, Ft. Riley, Kans.

COAST ARTILLERY CORPS

MAJ. GEN. A. H. SUNDERLAND, C. of CAC.

Lt. Col. Charles A. Chapman, previous orders revoked. Upon his own application after more than 30 years' service is retired Sept. 30.

Lt. Col. William R. Nichols, previous orders revoked. From Ft. Leavenworth, Kans., to OR, 3rd CA, Ft. Monroe, Va.

Maj. Hugh N. Herrick is required to participate regularly and frequently in aerial flights, effective Sept. 1 to April 30, 1937, both dates inclusive.

Capt. William L. Johnson, from Ft. Barrancas, Fla., to Key West Bks., Fla.

Capt. John D. Robertson, upon his own application after more than 16 years' service is retired July 31. From Ft. Hancock, N. J., to his home.

INFANTRY

MAJ. GEN. EDWARD C. CROFT, C. of INF.

Lt. Col. James A. Watson, from Laramie, Wyo., to instructor, Inf., Ariz. NG, Phoenix, Ariz.

Lt. Col. Rufus S. Bratton, from Moscow, Idaho, to Washington, D. C., sailing from S. F. Aug. 22.

Lt. Col. William H. Gill, from Ft. Benning, Ga., to Hawaiian Dept., sailing from N. Y. Oct. 30.

Maj. William C. DeWare, previous orders revoked.

Maj. Donald M. Bartow, from Ft. McDowell, Calif., to 18th Inf., Ft. Hamilton, N. Y., sailing from S. F. Sept. 29.

Maj. Peter G. Marshall, jr., from Laramie, Wyo., to 4th Inf., Ft. Lincoln, N. D.

Maj. Russell B. Reynolds, from Ft. McPherson, Ga., to Ripon College, Ripon, Wis.

Maj. Leo J. Farrell, from Philippine Dept., to 17th Inf., Ft. Crook, Neb.

Following from Hawaiian Dept. to station after name: Maj. Hugh C. Gilechrist, to 24th Inf., Ft. George G. Meade, Md.; Maj. Will H. Gordon, to 22nd Inf., Ft. McPherson, Ga.

Capt. Harry Cullins, from Plattsburg Bks., N. Y., to detail QMC and Ft. Jay, N. Y.

Capt. Carroll H. Newell, previous orders revoked; previous orders amended to read: to Ft. Oglethorpe, Ga.

Capt. Lawrence A. Dietz, from Ft. Francis E. Warren, Wyo., to his home and await retirement.

Capt. Harold L. Milan, from Urbana, Ill., to 35th Inf., Ft. Douglas, Utah.

Capt. Henry R. Anderson, from Ft. George G. Meade, Md., to Philippine Dept., sailing from N. Y. Jan. 8, 1937.

Following from Panama Canal Dept. to station after name: Capt. Clark N. Bailey, to 4th Inf., Ft. Missoula, Mont.; Capt. Joel D. Pomerene, to 13th Inf., Vancouver Bks., Wash.

Following from Panama Canal Dept., to station after name: 1st Lt. Robert M. Cheal, to 4th Inf., Ft. Lincoln, N. D.; 1st Lt. John H. McAleer, to 12th Inf., Ft. Howard, Md.

1st Lt. William J. Verbeck, from Ft. Jay, N. Y., to Hawaiian Dept., sailing from N. Y. Oct. 30.

1st Lt. James H. Carlisle, from Philippine Dept., to 25th Inf., Ft. Huachuca, Ariz.

Following from Hawaiian Dept. to station after name: 1st Lt. John M. Brown, to 5th Inf., Ft. Williams, Maine; 1st Lt. Victor J. MacLaughlin, to 35th Inf., Ft. Douglas, Utah.

AIR CORPS

MAJ. GEN. OSCAR WESTOVER, C. of AC.

Col. John D. Reardon (lt. col.), to A. and N. G. H., Hot Springs National Park, Ark., for observation and treatment.

Lt. Col. Ralph P. Cousins (maj.), from office of the Chief of National Guard, to student Army War College, 1936-1937 course, Ft. Humphreys, D. C.

Maj. Claire L. Chennault (capt.), from Maxwell Fld., Ala., to Barksdale Fld., La.

Following from Mitchell Fld., N. Y., to Washington, D. C.: Maj. Charles P. Prime (capt.) Maj. Edward W. Bailey (capt.).

Capt. Angier J. Foster, from Barksdale Fld., La., to Washington, D. C.

PROMOTIONS

Maj. Mott Ramsey, VC, to Lt. Col., July 11.

Ch. (1st Lt.) Stanislaus J. Ryzek, to Capt., July 14.

1st Lt. Paul H. Jenkins, MC, to Capt., July 11.

1st Lt. Robert E. Blount, MC, to Capt., July 10.

1st Lt. Robert A. Boyce, jr., VC, to Capt., July 12.

2nd Lt. Adrian L. Hoebeke, Inf., to 1st Lt., July 15.

The appointment of Capt. Bob E. Nowland, AC, to temporary rank of Maj. is announced.

TRANSFERS

Maj. Francis A. Macon, jr. (Inf.), AGD, to AGD.

1st Lt. Donald C. Cubbison, jr., Cav., to FA. From Ft. Oglethorpe, Ga., to 18th FA, Ft. Sill, Okla.

1st Lt. John M. Moore (FA), QMC, to QMC.

WARRANT OFFICERS

W. O. Harry D. Fugate, from Ft. Hayes, Ohio, to Hawaiian Dept., sailing from N. Y. Oct. 30.

W. O. Marshall F. Mochau, from Ft. Hamilton, N. Y., to Hawaiian Dept., sailing from N. Y. Dec. 18.

W. O. Gregory Belcher, who will attain the age of 64 years on July 25, is retired July 31 with rank of 2nd Lt.

W. O. Lawrence Rector, from Hawaiian Dept., to Atlanta, Ga.

W. O. James D. Dunne, upon his own application after more than 33 years' service is retired July 31, with rank of 1st Lt.

W. O. Edward M. Johnson, from Philippine Dept., to Presidio of San Francisco, Calif.

W. O. Frederick C. Sutton, upon his own application after more than 30 years' service is retired July 31, with rank of Capt.

W. O. Lockridge L. Key, from Philippine Dept., to Ft. Sheridan, Ill.

W. O. Lloyd S. Burgess, from Ft. Sheridan, Ill., to Philippine Dept., sailing from N. Y. Jan. 8, 1937.

RETIREMENT OF ENLISTED MEN

The retirement of the following enlisted men at the place indicated on July 31 is announced:

8. Sgt. John R. Simpson, AC, Ft. McDowell, Calif.

Sgt. John E. Kuhn, CAC, Ft. Totten, N. Y., with rank of Capt.

1st Sgt. Abdon Mogatas, CAC (PS), Ft. Mills, P. I.

Sgt. William Andrews, CAC, Ft. Totten, N. Y.

Sgt. Eladio Quinones, Inf., Henry Bks., Puerto Rico.

Cpl. Manuel Salgado, Inf., San Juan, Puerto Rico, with rank of Sgt.

8. Sgt. John Woolf, DEMU, Boston, Mass., with rank of 1st Sgt.

1st Lt. Barley Larkin, Inf., Plattsburg Bks., N. Y.

BOARDS

A board of officers is hereby appointed to meet at Wright Fld., Ohio, on date to be set by the Chief, Materiel Division, Air Corps, for the purpose of evaluating as to the utility of type and landing and takeoff characteristics, the airplanes submitted in response to the terms of Circular Proposal Nos. 36-35 (Transport, Cargo) and 36-320 (Transport, Passenger):

Maj. Eugene L. Eubank (Capt.), Langley Fld., Va.

Capt. Elmer D. Perrin, Duncan Fld., Tex.

Capt. Stanley M. Umstead, Wright Fld., Ohio.

Capt. Mervin E. Gross, Washington, D. C.

1st Lt. John W. Sessums, jr., Fairfield Air Depot, Ohio.

RESERVES

The following promoted to grade after name:

2nd Lt. R. D. Savon, Inf.-Res., to 1st Lt.

2nd Lt. C. E. Burnett, CA-Res., to 1st Lt.

2nd Lt. P. V. Kaesser, Inf.-Res., to 1st Lt.

2nd Lt. J. R. Kempston, Cav.-Res., to 1st Lt.

2nd Lt. R. Welch, Sn.-Res., to 1st Lt.

1st Lt. W. J. Bishop, FA-Res., to Capt.

2nd Lt. J. E. Clark, FA-Res., to 1st Lt.

2nd Lt. E. H. Harper, QM-Res., to 1st Lt.

1st Lt. J. A. Hembree, Med.-Res., to Capt.

1st Lt. A. E. McMillin, Cav.-Res., to Capt.

1st Lt. C. H. Godard, Med.-Res., to Capt.

2nd Lt. E. M. Gonsolin, Inf.-Res., to 1st Lt.

2nd Lt. W. C. Landis, Inf.-Res., to 1st Lt.

1st Lt. C. D. McCall, QM-Res., to Capt.

1st Lt. R. B. Maier, Med.-Res., to Capt.

2nd Lt. L. P. Scollay, QM-Res., to 1st Lt.

1st Lt. A. J. Armstrong, Ch.-Res., to Capt.

1st Lt. A. P. Barnard, Fin.-Res., to Capt.

2nd Lt. E. H. Burba, FA-Res., to 1st Lt.

2nd Lt. J. J. Graham, FA-Res., to 1st Lt.

2nd Lt. A. B. Pamplin, QM-Res., to 1st Lt.

1st Lt. G. G. Penniman, Inf.-Res., to Capt.

2nd Lt. L. A. Black, QM-Res., to 1st Lt.

2nd Lt. L. C. Chapman, Inf.-Res., to 1st Lt.

2nd Lt. D. Flowers, CA-Res., to 1st Lt.

The following assigned active duty as follows:

Capt. A. J. Zimmerman, Ord.-Res., to Ann Arbor, Mich., Aug. 2.

2nd Lt. C. F. Larsen, Ord.-Res., to Ann Arbor, Mich., Aug. 2.

2nd Lt. L. N. Powell, Air-Res., from Selfridge Fld., Mich., July 14.

1st Lt. D. J. Early, Spec.-Res., to Ann Arbor, Mich., Aug. 2.

2nd Lt. G. S. Bond, Air-Res., from Scott Fld., Ill., Aug. 29.

2nd Lt. W. M. James, Air-Res., now at March Fld., Calif., is continued on active duty until Feb. 19, 1938.

2nd Lt. J. S. Hunt, Air-Res., now at Scott Fld., Ill., is continued on active duty until Aug. 8, 1937.

2nd Lt. F. B. Weidman, Ord.-Res., previous orders revoked.

2nd Lt. J. E. Lindsay, Chem.-Res., to Edgewood Arsenal, Md., Aug. 2.

1st Lt. B. R. Hammond, Ord.-Res., to Ann Arbor, Mich., Aug. 2.

1st Lt. M. P. Guida, Ord.-Res., to Cambridge, Mass., Aug. 16.

2nd Lt. J. S. Anderson, Air-Res., to Selfridge Fld., Mich., July 15.

2nd Lt. R. C. Ragle, Air-Res., to Marshall Fld., Kans., July 15.

2nd Lt. O. J. Mosman, Air-Res., to Ft. Lewis, Wash., July 14.

1st Lt. T. E. Henton, Ord.-Res., to Cambridge, Mass., Aug. 16.

Following 2nd Lts. Air-Res., now at March Fld., Calif., are continued on active duty until Feb. 19, 1938: W. A. Hatcher, jr., G. H. Shafter.

Following 2nd Lts. Chem.-Res., to New York, N. Y., Aug. 2: G. C. MacDonald, C. A. Quillen.

Following 2nd Lts. Air-Res., now at Hawaiian Dept., are continued on active duty until Oct. 14, 1938: N. L. Callish, J. H. Cheatewood, C. E. Fisher, F. C. Johnson, F. N. Nightingale, W. H. Council.

2nd Lt. M. T. Mallard, Ord.-Res., previous orders revoked. To Springfield Army, Springfield, Mass., July 26.

2nd Lt. E. T. Morton, Ord.-Res., to Cambridge, Mass., Aug. 16.

Maj. E. T. Close, Engr.-Res., to Washington, D. C., Aug. 2.

Capt. A. H. Ellison, Engr.-Res., to New York, N. Y., Aug. 2.

2nd Lt. C. P. Almon, jr., Ord.-Res., to Ann Arbor, Mich., Aug. 2.

1st Lt. P. G. Parsons, Spec.-Res., to Ann Arbor, Mich., Aug. 2.

2nd Lt. J. R. Kane, Air-Res., now at Barksdale Fld., La., is continued on active duty until Aug. 13, 1937.

2nd Lt. E. N. Baskus, Air-Res., now at Barksdale Fld., La., is continued on active duty until Aug. 7, 1937.

2nd Lt. L. J. Havlorson, Air-Res., now at Ft. Lewis, Wash., is continued on active duty until Nov. 25, 1937.

2nd Lt. A. G. Viola, Ord.-Res., to Ann Arbor, Mich., Aug. 2.

Following 2nd Lts., Air-Res., now at Barksdale Fld., La., are continued on active duty until Feb. 19, 1938: W. Eades, J. W. Hinton, R. A. Livingstone.

Following 2nd Lts. Air-Res., now at March Fld., Calif., are continued on active duty until Feb. 19, 1938: R. Ashman, F. R. Cook, D. W. Elsenhart, F. C. Gray, jr., J. A. Hille, P. E. Todd, J. H. Turner.

Stratosphere Weather Tests

(Continued from First Page)

The plan which probably will be adopted is predicated on the knowledge that one or more sounding balloons in tandem will be able to reach greater heights and that the progress of flights can be observed through theodolites. Instruments similar to a surveyors transit which enables an observer to trace and chart the position of the balloon in the air.

Such flights of balloon at the initial use in weather prediction probably would carry instruments for recording pressure, humidity and temperature and later wind direction instruments.

Although Dr. Millikan's current series of experiments were initiated mainly for further study of the cosmic ray by use of the electroscope, the set of instruments sent aloft in each flight included barometer and thermometer. The use of the latter two instruments in weather prediction is essential.

The course of the flights this year were followed by army signal corps personnel stationed at observation points several miles distant from San Antonio in addition to the central observation station at Fort Sam Houston, where a geographical map of the progress of the flights was maintained. The instruments were sent into the air in metal alloy balls attached to parachutes used in lowering the instruments to the ground after three hours in the air. The parachutes were released by time valves on balloons.

The first set of instruments to be found were located by David Clark III, 5 years old, in Real County, Texas, 20 miles north of Reagan Wells, and 20 miles north of Uvalde, Texas.

The set of instruments first located were those attached to a group of five sounding balloons, the second to be re-

(Continued on Next Page)

Specialist Reserve Corps

Army Regulations 140-39, regarding Officers Reserve Corps, Specialists, has been changed to make paragraph 1c read as follows:

"The chiefs of the supply arms and services, insofar as practicable, will assign to procurement activities Reserve officers commissioned in those arms and services. Positions in the procurement organizations which cannot be filled by such officers, or by civilians, may be filled by the appointment of officers in the Specialist Reserve. However, not to exceed 60 per cent of the aggregate peacetime procurement objective of officer personnel (including specialists) assigned to procurement activities of each supply arm and service will be filled."

Stratosphere Weather Tests
(Continued from Preceding Page)

leased in the series of five flights. The second flight was sent aloft from Fort Sam Houston, at 12:19 P. M. on July 7, and was found in the vicinity of Reagan Wells at 4 P. M. the same day, a distance of 81 miles from San Antonio.

When last observed through theodolites by army personnel the tandem of balloons was 8 miles due south of Boerne, Texas, 23 miles northwest of San Antonio, and was last checked at an elevation of 70,000 feet before being lost in the clouds. All five balloons carrying a set of instruments including electroscopes, barometer and thermometer, encased in a metal alloy ball, were intact when last observed.

The first flight of balloons carrying a set of instruments were sent up Monday afternoon, July 7. The first flight included only four sounding balloons in tandem. This flight reached an altitude of 60,000 feet before being lost to sight of observers, and was last seen in the vicinity of Castroville, 20 miles west of Fort Sam Houston, Texas. When last seen, the first flight was supported by only two balloons, the first having broken at 50,000 and the second shortly before the group was lost to the observers in the clouds.

The third set of instruments went into the stratosphere Tuesday, July 7, at 4:29 P. M. This flight was last checked 65,000 feet altitude, 18 miles northwest of San Antonio in the vicinity of Helotes, Tex. Only one balloon in this group burst. This occurred at 50,000 feet altitude.

The fourth flight was sent up Wednesday, July 8 at 9:22 A. M. and was immediately lost to sight of observers at 3000 feet elevation, but was later picked up again, and when lost to sight once more had reached an altitude of 58,000 feet. It was last seen in the vicinity of Medina Lake, 25 miles northwest of San Antonio.

The final flight sent up Wednesday, July 8 at 12:02 P. M. reached an altitude of 38,000 feet when last observed and was 18 miles out traveling almost due north of San Antonio. It last was sighted 2 miles east of Cowgill Cut or five miles northeast of Camp Bullis, Tex.

The second set of instruments to be recovered at the conclusion of the experimental series were those sent up on the final or fifth flight. They were found by Dan Smith of Center Point, Tex., about 50 miles northeast of San Antonio in Kerr County. They were located late in the afternoon of July 8.

Whereas the maximum altitude reached in tests made last year was 45,000 feet, it is believed that altitudes of 90,000 to 100,000 feet will be recorded this year.

Only three balloons of the 24 sent into the air burst while in flight during the course of experiments. Several flights were last observed with all balloons intact, including the second flight which reached 70,000 feet, and were still ascending when lost to sight of observers, which indicates that greater altitudes will be reached.

Results of the cosmic ray experiments will not be known until Dr. Millikan has checked the instruments in his laboratories at Pasadena, Calif.

National Guard Notes

Brig. Gen. Winfield S. Price, 57th Inf. Brig., has been appointed Major General, commanding the National Guard by Adjutant General William A. Higgins of the New Jersey National Guard. Brigadier General Price takes over the command left vacant by the death of Maj. Gen. John J. Toffey.

The Military Affairs Committee of the Houston, Tex., Chamber of Commerce of which Lt. Col. George A. Hill, Jr., is chairman, has issued a pamphlet entitled "The National Guardsman and His Employer." The pamphlet, issued as a means of promoting interest in the National Guard units stationed at Houston and contributing to the development of efficiency, morale and esprit de corps, says that the National Guard is the first line of defense by land. "It is asserted to be the most efficient and useful body of civilian soldiers the modern world has yet seen," the pamphlet says.

"The employer who encourages his men to join the Guard, makes it possible for them to attend the annual field training periods and permits them to take a half a day from work, without loss of pay, to participate in public events, demonstrates genuine practical patriotism," the pamphlet states. "He may not be able to serve personally but he accomplishes the same purpose through his employee," it further states.

The following National Guard officers received Federal recognition this week: Capt. Cyril L. Wolfhope, 65th Brig., Ill. NG. 1st Lt. Nino M. Pelletieri, MC, Ill. NG. 2nd Lt. Sidney I. Smith, 116th FA, Fla. NG. 2nd Lt. Henry M. Fulton, 116th FA, Fla. NG. 2nd Lt. Lyle V. Jones, 129th Inf., Ill. NG. 2nd Lt. Wayne K. Wolfe, 129th Inf., Ill. NG. W. O. Alonzo W. Clair, Service Co., 182nd Inf., Ill. NG.



LT. COL. O. E. ENGLER, FA-Res. who was recently elected President of the Reserve Officers Association. He was Senior Vice-President for the last two years.

Reserve Qualification Cards

The Adjutant General's office of the War Department has issued a letter asking information of Reserve Corps Officers. The letter said it is planned to issue officers' qualification cards so that sufficient data on the qualifications of Reserve officers will be made available to Corps Area Commanders and Chiefs of Arms and Services. It is estimated that new cards will be made out

every three or five years as no funds will be made available to hire extra clerks to tab these cards or keep them up to date.

Information is requested on the following:

- Will the data for Reserve Officers called for on the qualification card be of value in making assignments in time of peace?
- Can the cards be tabbed with the clerical personnel available?
- Will the cards be of any value without being tabbed?
- How many copies of the card will be necessary for each Reserve officer?

CEC, USN Reserve Notes

The following civilians have been enrolled in the Civil Engineers Corps, USNR, with the rank after their name:

Mr. Robert R. Nice, Lieutenant Commander, CEC-V(S), USNR, to rank from June 3, 1936.

Mr. Oscar Ludwig Carlson, Lieutenant Commander, CEC-V(S), USNR, to rank from June 3, 1936.

Mr. William Humphrey Overshiner, Lieutenant Commander, CEC-V(S), USNR, to rank from June 5, 1936.

Mr. George Thomas Dierking, Lieutenant, CEC-V(S), USNR, to rank from May 21, 1936.

Mr. John A. C. Bogart, Lieutenant (jg), CEC-V(S), USNR, to rank from May 6, 1936.

Mr. Samuel Varnovitz, Lieutenant (jg), CEC-V(S), USNR, to rank from May 12, 1936.

Mr. Morris L. Johnston, Lieutenant (jg), CEC-V(S), to rank from May 20, 1936.

Mr. Richard Allen Wagner, Lieutenant (jg), CEC-V(S), USNR, to rank from May 25, 1936.

Mr. William Ogden Treber, Lieutenant (jg), CEC-V(S), USNR, to rank from May 27, 1936.

Mr. Julian Winthrop Stillman, Lieutenant (jg), CEC-V(S), USNR, to rank from June 9, 1936.

Mr. George Edgar Jewett, Lieutenant (jg), CEC-V(S), USNR, to rank from June 15, 1936.

Mr. Robert Easterly, Lieutenant (jg), CEC-V(S), USNR, to rank from June 17, 1936.

SCHOOL DIRECTORY

The Schools listed below are effectively equipped to care for the educational needs of the children of members of the services and this Directory is recognized as an authentic and reliable aid to service parents in solving the problem of child education. For details as to the Schools listed in this Directory, address them directly, or communicate with the Army and Navy Journal Department of Education.

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Personals

The following named officers left the Hawaiian Department, July 7, aboard the U. S. A. T. Republic on expiration of foreign service tour:

W. O. Arthur Adams, USA, Col. George R. Allin, IGD, W. O. Edward B. Anderson, USA, Capt. Francis L. Ankenbrandt, SC, Maj. Ralph G. Barrows, CE, Capt. Charles H. Barth, Jr., CE, Maj. Donald M. Barton, Inf., Col. Claire R. Bennett, QMC, Maj. Percy G. Black, FA, Maj. Elmer J. Bowling, AC, 1st Lt. Percy H. Brown, FA, Capt. Roy A. Carter, FA, Lt. Col. Stephen J. Chamberlin, GSC, 1st Lt. Joseph W. Cox, Jr., CE, Maj. William S. Culpepper, MC, 1st Lt. William B. Currie, Inf., Capt. Marvin B. Durette, Inf., 1st Lt. Dwight D. Edison, CAC, Brig. Gen. Delos C. Emmons, AC, Capt. James V. Gagne, QMC, Col. Herbert C. Gibner, MC, Capt. Joseph J. Gutkowski, Inf., 1st Lt. Edwin S. Hartshorn, Jr., FA, 1st Lt. James K. Herbert, CE, Maj. Marvin C. Heyser, FA, Capt. Albert A. Horner, Inf., 1st Lt. Marshall H. Hurt, Jr., Inf., 1st Lt. John J. Hutchison, AC, W. O. Robert B. Irving, USA, W. O. Matthew J. Isaac, USA, Maj. William F. LaFrenz, CAC, W. O. Henry W. Larsen, USA, Capt. Arthur G. Liggett, AC, 1st Lt. Lawrence J. Lincoln, CE, Capt. Glenn B. McConnell, FA, 1st Lt. Douglas C. McNair, FA, Lt. Col. Thomas F. McNeill, Inf., Maj. William A. MacNicholl, FD, 1st Lt. Aubrey L. Moore, AC, Maj. Orville M. Moore, FA, 1st Lt. Thomas S. Moorman, Jr., W. O. Orville T. Musser, USA, Col. William J. O'Loughlin, Inf., Col. George H. Palne, FA, W. O. Charles F. Parsons, USA, Maj. George W. Ricker, CAC, 2nd Lt. Grace H. Rickett, ANC, Capt. Raymond R. Robins, Inf., W. O. Emil G. Rolf, USA, W. O. William Sanduski, USA, Maj. Ben M. Sawbridge, FA, 1st Lt. August W. Schermacher, CAC, Maj. Henry J. Schroeder, SC, W. O. Harry R. Schnucker, USA, Col. George H. Scott, MC, Capt. Grant A. Selby, DC, 1st Lt. George Seiman, Inf., Lt. Col. Leland H. Stanford, SC, Capt. Vernon C. Stevens, CAC, Capt. Leroy J. Stewart, FA, 2nd Lt. Mabel G. Stott, ANC, Capt. Joseph B. Sweet, Inf., Maj. Perry E. Taylor, Cav., Maj. Charles O. Thrasher, QMC, Maj. Leslie E. Toole, Inf., Maj. Harry A. Vacquerie, QMC, Capt. William W. Webster, FA, Maj. George S. Woodward, MC, 1st Lt. Thomas R. Woodward, Inf.

Mrs. Frederick R. Weber and son have been the guests of Cadet Chaplain Roscoe T. Foust of West Point and Mrs. Foust at Veery Ledge Tnlight Park, N. Y. Mrs. Weber will sail with Lieutenant Weber on July 15 on the USS Manhattan for Germany where Lieutenant Weber will compete in the Olympic games as a member of two teams, the American Modern Pentathlon and the Dwelling Sword.

Katharine Kingman Weber is spending the summer with her grandparents Col. and Mrs. Ralph Kingman, Inf., USA, at Ft. Omaha, Neb.

Miss Katherine Beresford Hobbs, daughter of Col. and Mrs. Horace Potts Hobbs, Inf., USA, The Presidio, San Francisco, is sailing July 20, on the States liner General Lee for Japan, China, and Manila, where she will arrive on Aug. 24. After visiting friends there she will go up to Tientsin, China, and

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SERVICE SOCIAL NEWS



MRS. JOHN W. SMITH
who was before her marriage at Aubur-
dale, Mass., in June, Miss Dorothy Somers,
daughter of Lt. Col. and Mrs. Richard H.
Somers, OD, USA.

stay with her aunt and uncle Col. and Mrs. George A. Lynch, Inf., USA.

Colonel and Mrs. Hobbs have returned to the Presidio after motoring down the Coast and stopping at the Coronado Hotel.

The Chief Constructor and Mrs. Emory Land witnessed the launching of the Submarine USS Pickrel at Groton, Conn., on July 7 and sailed from New York, July 8, to spend a month in Great Britain.

2nd Lt. and Mrs. Lawrence G. Lincoln, CE, USA, announce the birth of a daughter, Ann Patton Lincoln on June 24 at Fitzsimons Hospital, Denver.

Mrs. Lincoln will remain with her parents Lt. Col. and Mrs. A. P. Clark, MC, USA, at Ft. Logan, Col., until Lieutenant Lincoln returns from foreign service in July. He reports at Princeton University in September.

Comdr. Penn L. Carroll, USN, and Mrs. Carroll and their daughter, Miss Kitty Carroll, will leave Friday, July 17, for Newport, where they will spend several weeks.

Miss Eleanor Carroll, older daughter of Commander and Mrs. Carroll, will remain in Washington, continuing her work with the Roadside Theater.

Miss Clarke, daughter of Lt. Col. Thomas S. Clarke, USMC, and Mrs. Clarke, went to White Sulphur Springs July 11, to take part in a tennis tournament which is being played there over Sunday and through this week. Miss Clarke will join her parents at the Marine Barracks for a short stay before going to Sea Bright, July 24, to visit Dr. and Mrs. George Gray Ward and play in a tennis tournament which will be held there that week.

Mrs. Baker, wife of Comdr. Wilder D. Baker, USN, left July 13 for Jamestown, where she will join her daughters, the Misses Baker. Mrs. Baker closed her home on Twenty-second Street since the departure of Commander Baker for Panama, where he now is on duty.

The Secretary of the Navy and Mrs. Claude A. Swanson are expected back in the Capital the end of this week from the Rapidan Camp where they are spending 10 days.

The Secretary of War and Mrs. George (Please turn to Page 1054)

Weddings and Engagements

Capt. and Mrs. William L. Carr, FA, USA, of Ft. Ethan Allen, Vt., announce the engagement of their daughter, Crystal, to 2nd Lt. William B. Bunker, USA, son of Col. and Mrs. Paul D. Bunker, CAC, USA.

Miss Carr attended Virginia Intermont College, Bristol, Va., The University of Vermont, and Miami University in Oxford, Ohio.

Lieutenant Bunker graduated from the Military Academy with the class of 1934 and is now on duty as a student at Massachusetts Institute of Technology.

The wedding will take place in the early fall.

Col. and Mrs. Resolve P. Palmer, AGD, USA, announce the engagement of their daughter Carol Dean to 1st Lt. George W. Power, FA, USA.

Colonel Palmer who is stationed at Quarry Heights, C. Z., will leave soon with his family for Ft. Hayes, Ohio, where the wedding will take place in the late fall.

Col. and Mrs. Harry R. Lee, USA-Ret., announce the engagement of their daughter, Miss Josephine Watt Lee, to Mr. Edward C. Radue, son of Mr. A. C. Radue of Washington, D. C.

Announcement has been made by Mr. and Mrs. Claude R. Conklin of San Diego, Calif., of the engagement of their daughter, Miss Rosemary Conklin, to Ens. Beverly Van Buskirk, USN, class of 1934, Naval Academy, now attached to the USS Detroit.

Mr. and Mrs. Harry Parker Perkins announce the marriage of their sister Miss Matilda Armine Gilden to Maj. Hurley Edward Fuller, Inf., USA. The wedding took place at St. Gertrude Parish House, Kingsville, Tex., June 27.

Major and Mrs. Fuller will be at home at 319 West Lullwood, San Antonio, Tex., after the fifteenth of August.

Mrs. Edward Montgomery of Langley Field, Va., announces the marriage of her daughter Adelaide Oldfield to Capt. Eugene C. Smallwood, CAC, USA, of West Point, N. Y., on July 11 at Elkton, Md. Mrs. Smallwood is also the daughter of Lt. Col. H. R. Oldfield, CAC, USA.

Mr. and Mrs. Edward C. Martin, of Bayside Queens, N. Y., announced the marriage Thursday evening, July 9 of their daughter, Miss Margaret Martin, to Ens. John M. Hyde, USN, son of Mr. Edward B. Hyde, of Flushing, Queens.

Ensign and Mrs. Hyde will reside in Seattle, where he is stationed aboard the USS Ranger.

The marriage of Miss Vivian Ludowieg, daughter of Francis A. Ludowieg, of Montclair, N. J., to 2nd Lt. Schuyler Streeter, Cav., USA, son of Mrs. J. H. Streeter of Detroit, took place July 11 at St. James's Episcopal Church, Upper Montclair, N. J.

The bride was attended by her sister, Miss Beryl Ludowieg. Lt. W. Maben Griffith was best man. Lieutenant Streeter was graduated in June from the United States Military Academy.

After spending the Summer in Northern Michigan and Detroit, the couple will go to Ft. Bliss, Texas, where Lieutenant Streeter will be stationed.

Announcement has been made of the engagement and forthcoming marriage of Miss Helen Louise Warner, daughter of Mrs. Herbert Baum and the late Howard A. Warner of Northampton, Mass., to 2nd Lt. Jack Edward Shuck, AC, USA, of San Rafael, Calif.

The ceremony will take place on July 26 in West Point.

Col. Arthur James Lynch, QMC, USA, and Mrs. Lynch have announced the engagement of their daughter, Miss Lois

Hill Lynch, to Irving Gravely Spering of Manila, P. I., son of Mrs. Edward F. Spering of Boston and the late Mr. Spering.

The marriage will take place July 18 in Manila, where the couple will reside.

The post chapel at Ft. Myer, Va., was the scene of the wedding July 10 of Miss Betty O'Malley, daughter of Comdr. and Mrs. John O'Malley (MC), USN, to 2nd Lt. Robert Hollis Strauss, Cav., USA, son of Lt. Col. and Mrs. Harold A. Strauss, AC, USA, of Wright Field, Dayton, Ohio. The ceremony was performed by Chaplain Ralph C. Delbert at 8 o'clock.

Miss Anne Lawton was maid of honor and the bridesmaids were Miss Patty Parker, of Washington; Miss Juliet Kemp of Santa Barbara, Calif.; Miss Helen Frank, of Mitchell Field, Long Island, and Miss Byrl Summers and Miss Bette Hartz, of Washington.

The bride's sister, little Miss Joanna O'Malley, was flower girl, and Master Robbie Robertson, son of Capt. and Mrs. W. A. R. Robertson, was ring bearer. Lt. John Tugh was best man, and the ushers were Capt. William A. R. Robertson, Capt. William Ritchie, Lt. Jonathan Seaman, Lt. John Pugh, Lt. Scott Dixon and Lt. Brooke Allen.

The bride, who was given in marriage by her father, wore a gown of white satin with a standing collar of rare old lace, and a tulle veil held in place by a lace coronet. She carried a bouquet formed of fern, lilies of the valley and white rose buds in a spray which reached to the bottom of her gown.

Following the ceremony there was a reception at the Army and Navy Country Club, on the roof garden.

Among the guests were the Minister of Greece, Mr. Demetrios Sicilianos, the Assistant Secretary of State, Mr. R. Walton Moore, with his sisters, the Misses Margaret and Jennie Moore; Maj. Gen. and Mrs. Oscar Westover, Brig. Gen. and Mrs. Henry Conger Pratt, Maj. Gen. William Connor, superintendent of West Point, and uncle of the bridegroom, Col. and Mrs. Harold Strauss, parents of the bridegroom; Capt. and Mrs. Ross McIntire, Mrs. George Barnett, Dr. and Mrs. George Tribble, Mrs. Hugh Matthews, and Mr. and Mrs. Joshua Evans, Jr.

Among the guests from out of town were Maj. Gen. and Mrs. Frank Andrews and their daughter, Miss Josephine Andrews and Maj. and Mrs. Max Lawton, of Langley Field; Lt. Col. Walter Frank, commanding officer of Mitchell Field, and Mrs. Frank, Miss Mary Jayne Clay, of Long Island, and Miss Mary Lynch and Miss Kay Brown, of Philadelphia.

Immediately after the reception Lieutenant Strauss and his bride left for their wedding trip. They will reside at Ft. Riley, Kans.

The bride attended Beaver College in Pennsylvania and Miss Critcher's Art School in Washington. Lieutenant Strauss was graduated from West Point.

Capt. Arthur K. Atkins, USN, and Mrs. Atkins have announced the engagement of their daughter, Miss Janet Atkins, to (Please turn to Page 1054)

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Posts and Stations

WASHINGTON, D. C.

July 16, 1936

Comdr. Archer M. R. Allen, USN, and Mrs. Allen will leave Washington the middle of August for a motor trip through New England and northern New York State.

Mrs. Allen, wife of Lt. (jg) W. Y. Allen, jr., who spent some time with Commander and Mrs. Allen, has gone to California, where she joined Lieutenant Allen at Coronado Beach.

Capt. and Mrs. Albert C. Wedemeyer, Inf., USA, are visiting Mrs. Wedemeyer's parents, Brig. Gen. and Mrs. Stanley D. Embick, USA. Captain and Mrs. Wedemeyer have come from Ft. Leavenworth and are preparing to sail for Germany, where Captain Wedemeyer has been assigned to duty.

Mrs. Canaga, wife of Capt. Bruce L. Canaga, USN, has gone to Portsmouth, N. H., where she is visiting Capt. and Mrs. H. R. Greenlee for this month. She will rejoin Captain Canaga and their daughter, Miss Elizabeth Canaga, the first of August.

Mrs. Gudgey, wife of Capt. Emmet C. Gudgey, USN, and their children are spending the summer in the home of her father, the late Senator Thomas F. Walsh, in Glacier National Park. Captain Gudgey expects to join them next month for a vacation.

Col. Percy F. Archer, USMC, and Mrs. Archer, with their daughters, have given up their house at 3734 T Street and gone to California, where Colonel Archer has been transferred to duty at San Diego.

Capt. James L. Denham, USMC, and Mrs. Denham will close their apartment here the end of this month and go to Ventnor, N. J., where they will be until the first of October.

The chief of Army chaplains and Mrs. Alva J. Brasted and their sons, Donald and Robert, will leave Washington August 1 for Crooked Lake, Mich., where they will spend a month. During his sojourn Colonel Brasted plans to visit several Army posts.

WEST POINT, N. Y.

July 13, 1936

Maj. Earl D. Quinell and Mrs. Quinell were hosts at a dinner at their quarters on Wednesday evening. Their guests included Maj. Miner F. Felch, and Mrs. Felch, Maj. Ralph E. Curti and Mrs. Curti, Maj. Walter W. Warner and Mrs. Warner, and Capt. Harry N. Rising and Mrs. Rising.

Lt. Richard S. Spangler and Mrs. Spangler announce the birth of a son, Richard S. Spangler, jr., on June 30.

Capt. Edward C. Gillette and Mrs. Gillette spent the week with Captain Gillette's parents, Mr. and Mrs. E. C. Gillette, at their summer home in Arden, Del.

Mrs. William P. Ennis, wife of Colonel Ennis of Ft. Hoyle, Md., is the guest this week of her son and daughter-in-law, Capt. W. P. Ennis, Jr., and Mrs. Ennis. Captain and Mrs. Ennis entertained at dinner on Tuesday for Col. Herman Beukema and Mrs. Beukema, Lt. Col. Jacob L. Devers and Mrs. Devers, and Capt. Edwin L. Sibert.

Col. William E. Morrison and Mrs. Morrison departed early in the week for Pine Orchard, Conn., where they have taken a home for the remainder of the summer.

Mrs. Horace F. Sykes, jr., is passing a month in Detroit, Mich., as the guest of her mother, Mrs. Zoe A. Loeffler. Lieutenant Sykes and Lt. Ernest W. Carr are attending the summer school at Cornell University.

Capt. Clovis E. Byers and Mrs. Byers are spending several days as the guests of Capt. George Honnen and Mrs. Honnen.

Col. Herman Beukema and Mrs. Beukema had as house guests Major Breckenridge and Mrs. Breckenridge and their daughter, Miss Gertrude Day of Fort Sill, Okla. The Beukemas entertained at dinner on Thursday for Miss Day and their daughter, Miss Alicia Beukema, preceding the Cadet Hop at Cullen Memorial Hall.

Lt. Col. Jonathan W. Anderson and Mrs. Anderson have as their guest for a month Miss Mary Katherine Coffey of Chattanooga, Tenn. Miss Dorothy Anderson entertained at a picnic supper at Delafield Pond on Sunday evening for Miss Coffey.

Lt. John A. Berry and Mrs. Berry have as their guest for the week-end Mrs. Richard P. McDonough, wife of Lieutenant McDonough, USN, and her son, Mr. Bruce McDonough, of Newport, R. I.

ANNAPOLIS, MD.

July 16, 1936

Lt. Morris Westfall, USN, who recently was on duty at the Postgraduate School at the Naval Academy, and Mr. Robert James of the Department of English and History at the Naval Academy, sailed last week on the Conte di Savoia for Italy, to be gone until September.

Mrs. Roscoe C. Bulmer, widow of Captain Bulmer, is spending the week in New York City. Her daughter, Miss Anita Carlisle Bulmer, is at Warm Springs, Ga.

Capt. and Mrs. John F. Shafroth, USN, gave a supper party Sunday evening, July 5, as a farewell to Mrs. Forde A. Todd, wife of Captain Todd, who, with her daughter, Miss Todd, sailed July 11 from New York for a trip abroad. They left by the SS Champlain. Captain Todd will remain at the Naval Academy, where, in the absence of Rear Admiral Sellers, he is the acting superintendent.

Miss Frances Furlong, daughter of Comdr. and Mrs. Francis M. Furlong, USN-Ret., is spending a few days in New York before leaving for Middletown, Vt., where she will stay for the remainder of the summer. Miss Helen Furlong has recently returned from a visit to Blue Ridge Summit, Pa.

Mrs. Bob Orr Mathews, daughter of Mr. and Mrs. Fowler, and her two young children have been visiting relatives at Newburgh-on-the-Hudson and are now occupying a cottage at Cape Cod, where they will be joined later by Lieutenant Mathews, who is abroad on the midshipmen's practice cruise.

Mrs. J. Proctor Morton, widow of Captain Morton, has moved from the Claude Apartments on State Circle to Southgate avenue, where she is occupying an apartment at the home of Mr. and Mrs. Hallam Claude.

QUANTICO, VA.

July 16, 1936

Maj. H. F. Johnson, USMC, has left the post for a trip to the Virgin Islands. While Major Johnson is away Mrs. Johnson will motor to Youngstown, Ohio, to visit Mr. and Mrs. C. G. Johnson, parents of Major Johnson. After leaving Youngstown, Mrs. Johnson will visit her brother, Mr. E. Earl Bell, in Minneapolis, later returning to Youngstown, where Major Johnson will join her for the return trip to Quantico.

Lt. and Mrs. W. A. Kengha, USMC, spent last week-end as guests of Maj. and Mrs. B. A. Bone, USMC, at their cottage at Rehoboth Beach, Del.

Maj. Gen. and Mrs. C. H. Lyman, USMC, entertained Lt. Col. and Mrs. A. Howard, USMC, at luncheon Thursday, July 9.

Capt. and Mrs. J. L. Young entertained at dinner Friday, July 10, in their quarters in honor of Capt. and Mrs. V. E. Megee, USMC. Other guests were Capt. and Mrs. W. J. Wallace, USMC, and Capt. and Mrs. L. Norman, USMC.

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Maj. and Mrs. C. H. Brown, USMC, left the post Tuesday, July 7, for their new station at Philadelphia. While in Philadelphia Major and Mrs. Brown will live at Ambler, Pa.

Lt. and Mrs. W. I. Phipps, USMC, have just returned to the post after spending a week's leave in Charleston, S. C., with Mrs. Phipps' grandmother, Mrs. I. P. O'Neill. Lieutenant and Mrs. Phipps also visited Lt. and Mrs. E. J. Dillon, USMC, at Parris Island.

FT. SNELLING, MINN.

July 8, 1936

Parties aboard the Fort Snelling Houseboat have proven a popular form of diversion for Ft. Snelling personnel the past week and have afforded them cool evenings, despite the torrid heat elsewhere. Last evening Capt. and Mrs. Lee Harris and Capt. and Mrs. Royal Machie entertained on the boat in honor of Maj. and Mrs. R. V. Marston who will leave Ft. Snelling on Tuesday for Major Marston's new station at Indianapolis. Major Marston will be greatly missed by the Ft. Snelling Polo Team and all polo enthusiasts who enjoy spectacular playing.

Friday evening Maj. and Mrs. Morrill Marston were honored by a "box lunch" supper party given aboard the houseboat by Officers and their wives who knew Major and Mrs. Marston at the time they were stationed at Ft. Snelling. Major Marston attended the Command and General Staff School at Leavenworth the past year and is visiting at Ft. Snelling enroute to his new station at Fort Jay on Governors Island, N. Y. On Tuesday evening Capt. and Mrs. J. J. Dubbelde entertained a group of friends on the houseboat.

Mmes. P. B. Fryer, D. McK. Ashton, C. F. Thompson, R. W. Volekmann, C. M. Smith and W. P. Manning carried away the prizes Tuesday on Ladies' Golf Day, the contest taking the form of a Flag Tournament. A luncheon followed at the Officers' Country Club. Mrs. Elot Baucers and daughter, Catherine Anne, and Miss Genevieve O'Malley of Grand Rapids, Mich. were luncheon guests of Mrs. Hugh C. Johnson on this occasion.

Mrs. H. J. Matchett entertained at a bridge luncheon foursome on Monday.

Col. and Mrs. W. H. Hobson and daughter, Mary Jo, spent last week-end at Dixie Lodge at Balsam Lake, Wisconsin.

Mrs. Harrison Randolph visited in Hudson, Wis. last week-end.

Col. and Mrs. J. A. Moss entertained at dinner on Tuesday evening.

FT. BENNING, GA.

July 17, 1936

On Friday evening, July 3, Lt. and Mrs. P. J. McLoughlin entertained at dinner at their quarters, preceding the R. O. T. C. dance at the Officer's Club for the following guests: Major and Mrs. Hutchinson, Capt. and Mrs. J. M. Mancee, Mrs. A. S. Peterson, and Capt. James P. Wharton.

Capt. and Mrs. A. K. Stebbins and Capt. and Mrs. George Elliott were joint hosts at dinner at the Officer's Club on July 3. Covers were laid for Col. and Mrs. Elbery Farmer, Lt. Col. and Mrs. William A. McCulloch, Maj. and Mrs. I. M. Oseth, Capt. and Mrs. Victor Phassey, Capt. and Mrs. John Hill, and Lt. and Mrs. Lionel McGarr.

Mrs. W. A. Madkinnon entertained at luncheon at the Officer's Club on July 1, in compliment to her houseguest, Mrs. Barringer. Places were laid for Mrs. Rife, Mrs. Griffin, Mrs. Simmonds, Mrs. Foreman, Mrs. Mansfield and Mrs. Mancee.

In compliment to their friends who are leaving Ft. Benning for new stations, Capt. and Mrs. Glenn Cronk entertained at dinner and the movies on July 2. Their guests were: Lieutenant Colonel and Mrs. Paschal, Capt. and Mrs. Mark Bridgman, Capt. and Mrs. Charles Colson, Capt. and Mrs. E. S. Gibson, and Captain and Mrs. Sheehy.

Capt. and Mrs. Dan Buie were hosts at a dinner at the Officer's Club on July 3, for Lt. and Mrs. Stan Meloy, Captain and Mrs. Kidwell, and Capt. Tom Cross. The party later attended the post theatre.

In honor of Mrs. Julius Evans who left on Tuesday for Ft. Sam Houston, Texas, Lt. Col. and Mrs. H. B. Cren gave a picnic at their cabin on July 2.

Lt. Col. H. B. Lewis who was former Post Adjutant at Ft. Benning, has been spending several days with the present Post Adjutant, Maj. Jno. R. D. Cleland. Colonel Lewis is en route from Ft. Leavenworth to Washington, D. C. where he will be stationed.

(Continued on Next Page)

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Post and Stations

(Continued from Preceding Page)

SAN DIEGO, CALIF.

July 7, 1936

Lt. Comdr. and Mrs. Eugene Le R. Walter, USN, were dinner hosts Thursday in honor of Capt. and Mrs. Paul P. Blackburn, USN, with covers laid for twelve.

Miss Nellie Stubbs, daughter of Lt. Comdr. and Mrs. Michael J. Stubbs, USN, left Wednesday for Hartford, Conn., to spend the summer with Miss Mary Hackett.

Miss Virginia Porter, daughter of Capt. and Mrs. Frederick E. Porter, USN, was hostess Wednesday at a bridge luncheon.

Comdr. and Mrs. Ward W. Waddell, USN, who have been visiting relatives here for several weeks, have left for Seattle, Wash., where the former will be stationed with the 13th Naval District.

Mrs. Lamar M. Wise, wife of Lieutenant Wise, USN, entertained informally Wednesday evening as a farewell to Mrs. Van Eaton, who, with her husband, Lt. Albert M. Van Eaton, USN, will take up her residence at Port Angeles, Calif.

Lt. (jg) and Mrs. Edward H. Guilbert, USN, left Thursday for the east coast where the former will assume new duties at Norfolk, Va.

Mrs. James Fife, wife of Lieutenant Commander Fife, USN, entertained at a buffet supper the past week as a farewell for her husband who was about to leave on the USS Nautilus for Honolulu, to be gone several months.

Miss Ellamae Fraser, daughter of Col. and Mrs. Walter Fraser, USA-Ret., has gone east with Comdr. and Mrs. Raymond A. Denning, USN, and will spend the summer in Washington and New York.

FT. MCLELLAN, ALA.

July 13, 1936

Mrs. George F. Baltzell, wife of the Post Commander, Col. George F. Baltzell, is on a visit to her brother, Col. Bert M. Atkinson, USA-Ret., who is a patient at Fitzsimons General Hospital, Denver, Colo.

Col. Charles W. Exton, CWS, USA, was a visitor at Ft. McClellan this week in connection with inspection of the chemical warfare construction in the ROTC and ORC areas. Maj. and Mrs. John W. Mott entertained at an informal dinner for Colonel Exton on Tuesday noon.

Lt. Col. and Mrs. T. K. P. Stilwell, accompanied by their son, Leonard U. Stilwell, left for New York last Tuesday morning, where they will embark on the U. S. Army Transport Republic about July 14 for San Francisco, where they will spend a few days before continuing their trip overland to their new station at Pullman, Wash.

Col. Harry Hulen of Jackson, Miss., and Col. J. P. Coombs of Apalachicola, Fla., have arrived to assume command of the National Guard regiment in training at Ft. McClellan. Capt. Ralph Fertig, CWS, has arrived at Ft. McClellan for temporary duty with the Organized Reserve.

Mrs. Percy McVernon of Tuscaloosa, Ala., and her two little sons, are spending the week at Shingle Hall as the guests of Maj. Percy McVernon, USA, who is on temporary duty with the ROTC.

David Doss Mitchell, infant son of Col. and Mrs. H. C. Michie, MC, was christened at a ceremony at the Church of St. Michaels and All Angels in Anniston, Sunday morning. The sponsors were Maj. Houston H. Parsons and Lt. Edward M. DeYoung, godfathers and Mrs. Edward M. DeYoung and Miss Louise Findley, godmothers. Maj. (Chaplain) A. K. Mathews officiated. The ceremony followed the regular 11:00 o'clock Sunday morning service.

OKLAHOMA CITY, OKLA.

July 11, 1936

Col. E. A. Keyes (affectionately known as "Jack"), and Mrs. Keyes have been the recipients of many courtesies from both the Army contingent and many civilians, on the eve of their departure to Ft. Sam Houston.

Among those entertaining for them were Maj. Gen. R. U. Patterson, Ret. and Mrs. Patterson who gave a very delightful dinner at the Oklahoma Golf and Country Club. Following this a luncheon was given at the Club by Mrs. H. Burr Parker, wife of Maj. H. B. Parker, and that evening Col. John A. Pearson, Ret., and Mrs. Pearson gave a dinner in their Rose Garden.

The officers and their wives of the 95th Division in Oklahoma City were entertained at dinner by Maj. and Mrs. L. A. Pulling. Colonel Keyes is senior officer with the 95th.

Dinners were also given by Major and Mrs. Pollin, who entertained in their garden; Maj. and Mrs. Edwin F. Shaffer, whose dinner was at the Country Club, with covers for fourteen; Maj. and Mrs. E. H. Perry had their dinner at the Biltmore Hotel.

Maj. Wallace E. Hackett is entertaining for Colonel Keyes at a luncheon for the officers of the 380th Infantry and that same day Mrs. Hackett is giving a luncheon for Mrs. Keyes. Maj. and Mrs. J. B. Taylor have issued invitations for a dinner for the Keyes, and the

Army and Navy Club of Oklahoma is planning a dinner and farewell reception for them.

NORFOLK, VA.

July 17, 1936

Rear Adm. and Mrs. Frank Hardiman Brumby have issued invitations for the marriage reception of their daughter, Miss Isabelle Truxton Brumby, and Charles Tuckerman Fitzgerald, Lieutenant (jg) U. S. Navy, on Friday, July 31, at their residence, the Commandant's House, at the Naval Base.

Mrs. Louis E. French entertained Wednesday afternoon at a tea and kitchen shower at her quarters at the Naval Base, in honor of Miss Isabelle Truxton Brumby.

Mrs. French's guests, in addition to the bride-elect, were Mrs. Frank Hardiman Brumby, Miss Cornelia Truxton, Mrs. Paul L. Reed, Mrs. Edward R. Wilson, Mrs. W. G. Childs, Mrs. H. H. Michael, Mrs. C. T. Durgin, Mrs. Albert Handy, Mrs. R. D. Hogle, Mrs. John E. Clark, Mrs. Francis J. McKenna, Mrs. George Henderson, Mrs. J. D. Maloney, Mrs. D. D. Gurley, Mrs. C. A. F. Sprague, Mrs. Samuel H. Arthur, Mrs. Charles Stuart, Miss Maloy, Mrs. C. W. Schantz, and Mrs. H. G. Sanchez.

Mrs. Frederick E. McMillen entertained Friday afternoon at a luncheon at her quarters at the Naval Base, in honor of Miss Isabelle Truxton Brumby, and Miss Elizabeth Jackson, whose marriage to Ens. Charles Ford Garrison will take place shortly.

Mrs. McMillen's guests, in addition to the bride-elect, were Mrs. Frank H. Brumby, Mrs. Paul S. Jackson, Mrs. Charles S. Freeman, Miss Phyllis Freeman, and Mrs. Paul L. Reed, and her daughter, Mrs. Robert J. Schneider, of Troy, N. Y.

Maj. and Mrs. J. M. Bain were hosts at an informal dinner Wednesday evening at their quarters in the Navy Yard in honor of Capt. and Mrs. C. W. Martyr, who will leave soon for Buffalo, N. Y. Major and Mrs. Bain's guests included Maj. and Mrs. Prentice Geer and Capt. E. A. Pollock.

LONG BEACH, CALIF.

July 12, 1936

Sailing aboard the SS Malolo Friday for Honolulu were Mrs. Clarence S. Kempf, wife of Vice Adm. Kempf, and her daughter, Miss Rose Kempf, who are to enjoy diversions of the Hawaiian Islands for the next two months.

Capt. William Farber, skipper of USS Louisville, was among the 120 guests attending the tea d'ansant yesterday afternoon in Pacific Coast Club for officers and their families. Ens. R. D. Stephenson planned arrangements.

Wardroom officers of USS Saratoga sponsored a buffet supper and dance in Villa Riviera last night complimenting their new executive officer, Comdr. Frederick Sherman, and Mrs. Sherman. Formerly stationed in command of a destroyer division at San Diego, Commander Sherman has just been joined here by his wife and their son Jack, who have been house guests of her sister, Mrs. F. T. Scripps at Braema Manor in La Jolla. They have taken up residence at 3230 East Second Street.

Comdr. and Mrs. Eugene Tricon of the Town House, Los Angeles, entertained 100 guests last evening at a supper dance in Bel-Air Beach Club. Guests of honor were Miss Patricia Smith, niece of the hostess, and her parents, Mr. and Mrs. Maynard Long Smith of Bay City, Mich., who are summering in California. Mrs. Tricon was assisted by her sister, Mrs. Jack Beall of Washington, D. C.

Lt. Comdr. and Mrs. J. D. Sinner were hosts at an informal buffet supper honoring Mr. and Mrs. Arthur Horgan of New York City. Prominent civilians were among the guests.

Lt. and Mrs. Kenneth Shook (Dorothy McMeas) are back from their honeymoon trip and domiciled at 658 Temple Avenue, where they were guests today at a cocktail party for twenty-four Navy and civilian friends. Honor guests are Mr. and Mrs. Newell Morris. Lieutenant Shook is attached to the Lexington.

PENSACOLA, FLA.

July 15, 1936

Capt. and Mrs. Charles A. Blakely have been the incentive for a round of parties since moving to the Navy Yard, Capt. Blakely having relieved Capt. Rufus Zogbaum, USN-Ret., as Commandant of the Air Station.

Lt. Comdr. and Mrs. E. M. Hacker entertained for Captain and Mrs. Blakely with a dinner at the Officers' Club on Friday evening having as their guests Capt. (MC) and Mrs. S. S. Rodman, Capt. (MC) and Mrs. T. W. Reed, Col. and Mrs. Robert Arthur, Col. and Mrs. Carpenter, Comdr. and Mrs. George D. Murray, Comdr. and Mrs. Gerald F. Bogan, Comdr. (MC) and Mrs. W. H. Michael, Comdr. and Mrs. K. E. Lowman, Capt. and Mrs. J. F. O'Mara, Lt. Comdr. and Mrs. A. S. Freeman, Lt. Comdr. and Mrs. L. E. Gehres, Capt. and Mrs. G. S. Burrell, Maj. and Mrs. W. K. Cole, Maj. and Mrs. L. Passmore, Lt. and Mrs. D. M. Campbell, Mrs. Hacker's mother, Mrs. Inskip Kearney of New Orleans, the honored guests Captain and Mrs. Blakely and

the host and hostess, Comdr. and Mrs. E. M. Hacker.

Capt. and Mrs. J. F. O'Mara also entertained with a delightful dinner party at their quarters in the Yard this week honoring Captain and Mrs. Blakely. Covers were laid for Captain and Mrs. Blakely, Capt. and Mrs. J. S. McCain, Capt. and Mrs. S. S. Rodman, Capt. and Mrs. G. S. Burrell, Col. and Mrs. Robert Arthur, Capt. and Mrs. T. W. Reed, Comdr. and Mrs. George D. Murray, Comdr. and Mrs. E. M. Hacker, Comdr. and Mrs. W. H. Michael, Comdr. and Mrs. K. E. Lowman, Capt. and Mrs. Leigh Noyes, Maj. and Mrs. L. Passmore and the host and hostess, Captain and Mrs. O'Mara.

Comdr. and Mrs. G. F. Bogan shared honors with Captain and Mrs. Blakely at a dinner party given by Lt. Comdr. and Mrs. L. E. Gehres at The Barn in Pensacola on Saturday evening, July 4. The center of the table held a large white vase with red roses and ribbon of red, white and blue satin ribbon. The place cards also carried out the color scheme for the Fourth of July. Guests of Lieutenant Commander and Mrs. Gehres included the honored guests Captain and Mrs. Blakely and Commander and Mrs. Bogan, Comdr. and Mrs. G. D. Murray, Capt. Leigh Noyes, Lt. Comdr. and Mrs. J. Farrell, Comdr. and Mrs. Ralph Barnaby, Lt. Comdr. and Mrs. Tom Gray and the hosts, Lieutenant Commander and Mrs. Gehres.

Personals

(Continued from Page 1052)

H. Dern were ranking guests at a dinner given July 9 by Lt. Chester Hammond, Inf., USA.

Other guests were the Assistant Secretary of War and Mrs. Harry Woodring, Brig. Gen. C. D. Roberts, USA, to whom Lieutenant Hammond is aide, and Mrs. Roberts, Miss Betsy Dern, Miss Eugenia Roberts and Mr. Stig M. A. Unger, Attache of the Swedish Legation.

Col. William Garland Fay, and Mrs. Fay, who have opened their home at Leonardtown, Md., for the summer, have as their guests for this month, Lt. Comdr. Felix Johnson, USN, and Mrs. Johnson and the latter's two daughters.

Lt. John L. Hines, jr., Cav., USA, with Mrs. Hines, arrived at Ft. Myer for station and will have with them Mrs. Hines' sister, Miss Betty Williams, of San Francisco. They have been visiting Lieutenant Hines' parents, Maj. Gen. and Mrs. John L. Hines, USA-Ret., at Rocky Gap, their summer place near the Greenbrier, at White Sulphur Springs.

The Chief of Staff of the Army, General Malin Craig, has as his guests in his quarters at Ft. Myer, Col. and Mrs. Jonathan M. Walnwright, and their young son, Jack Walnwright.

Colonel Walnwright, who has been at Ft. Riley, Kan., arrived with his family Saturday afternoon, July 11 to assume command of the post. He is succeeding Col. Kenyon R. Joyce, who with Mrs. Joyce, left several weeks ago for station in Baltimore.

Rear Admiral and Mrs. George T. Pettengill, USN, and their son, Mr. Willard Van Horn Pettengill, have arrived at the Washington Navy Yard, where Admiral Pettengill formally assumes his post as commandant.

Rear Adm. and Mrs. Charles Conrad, USN, will leave Washington the end of this month for Highland, near Asheville, N. C., where they will go by motor for a month or six weeks' stay.

Weddings and Engagements

(Continued from Page 1052)

Lt. Wallace E. Guitar, USN, Miss Atkins and her parents are spending the summer at North Shore, Mass. Miss Atkins is a granddaughter of Commodore Nathaniel Terry, USN-Ret., who for many years was head of the department of physics and chemistry at the Naval Academy. Lieutenant Guitar is aide to the commander of the Third Naval District, Navy Yard, New York.

Announcement is made of the engagement of Miss Peyton Steele Kirk, daughter of Mrs. Steele Kirk, of East Norwich, L. I., and New York, to Mr. Rushmore Patterson, son of Mrs. Rushmore Patterson, of Washington, and Col. Charles H. Patterson, IGD, USA.

Miss Kirk is a graduate of the Ashley Hall School in Charleston, S. C.

Mr. Patterson is a graduate of Choate School and Princeton University in the class of 1933. He is a member of the Colonial Club at Princeton and belongs to the Princeton Club of New York, the Tuxedo Club and the Union League Club. Mr. Patterson is a grandson of Mrs. Charles E. Rushmore, of New York, and the late Mr. Rushmore. He is associated with the firm of Douglas L. Elliman & Co., in New York.

Colonel Patterson is on duty at the Fourth Corps Area headquarters in Atlanta, Ga.

No date has been set for the wedding.

Service Sports

(Please address items for publication to this column to "Service Sports Editor, Army and Navy Journal, 1711 Connecticut Ave., N. W., Washington, D. C.")

Manila, P. I.—A triple in the eighth inning and three hit pitching enabled the 57th Infantry nine of Ft. William McKinley to win the championship of the Philippine Scout division of the Philippine Department, Wednesday, June 3, over the 45th Infantry team at Ft. McKinley, 5-3. The two teams previously had tied in the round-robin tournament with three victories and one defeat each. The Philippine Department Baseball Championship tournament was played in two divisions, Philippine Scout and American. The American Division title was won by the 59th Coast Artillery of Ft. Mills, Corregidor.

Annapolis, Md.—The Naval Academy has announced a schedule of sports for the summer for teams of the second and fourth classes. The list follows:

July 11, Tennis—Baltimore Municipal Employees vs. Second; 18, baseball, second vs. fourth; tennis, Druid Hill Club vs. Second; 22, baseball, Calvert Distilling Company vs. Second; 25, baseball, Baltimore Municipal Employees vs. Second; track, Washington Field and Track Club vs. Second; tennis, Riverside Tennis Club vs. Second; swimming, Washington Canoe Club vs. Second.

August 1, Baseball—Baltimore Athletic Club vs. Second; 5, baseball, Conoco Club vs. Second; 8, baseball, Milwaukee A. C. of Washington vs. Second; water polo, Washington Canoe Club vs. Second; track, Stonevale Democratic Club, Baltimore, vs. Second; baseball, White Oaks vs. Fourth; tennis, Gwynn Oaks Club, Baltimore, vs. Fourth; gymnastics, Germania Turnverein, Baltimore, vs. Fourth; track, Stonewall Democratic Club Juniors vs. Fourth; 12, baseball, Cloverland Farms Dairy vs. Fourth; 15, tennis, Homeland Racquet Club, Baltimore, vs. Fourth.

Washington, D. C.—Scoring almost at will the United States Olympic baseball team swamped the Quantico Marine nine, 15-2, at Griffith Stadium Tuesday, July 7. Three Olympic hurlers held the Marines to five scattered hits. The Olympic diamonders stopped off in Washington prior to sailing for Germany.

Annapolis, Md.—Dates and locations of the five contests between athletic teams of the Naval Academy and the Military Academy have been set for the coming year. The football game, always one of the East's grid classics, will be played in Municipal Stadium, Philadelphia, Oct. 28, instead of Franklin Field, the scene of action for the last few years. The basketball game will be played at Annapolis, Feb. 20, 1937; while three contests will take place May 20, 1937, lacrosse at the Naval Academy and baseball and track at West Point.

Army Transport Sailings

Republic—Leaves San Francisco July 18; arrives Panama July 28, leaves July 29; arrives New York Aug. 4, leaves Aug. 14; arrives Panama Aug. 20, leaves Aug. 21; arrives San Francisco Aug. 31, leaves Sept. 5; arrives Honolulu Sept. 12.

Grant—Leaves Manila July 22; arrives Chingwangtao July 27, leaves July 28; arrives Honolulu Aug. 10, leaves Aug. 11; arrives San Francisco Aug. 17, leaves Aug. 22; arrives Panama Sept. 1, leaves Sept. 2; arrives New York Sept. 8.

Chateau Thierry—Leaves Panama July 18; arrives New York July 24, leaves Aug. 1; arrives and leaves Savannah Aug. 3; arrives Panama Aug. 8, leaves Aug. 14; arrives New York Aug. 20, leaves Sept. 1; arrives San Juan Sept. 5, leaves Sept. 6; arrives Panama Sept. 9, leaves Sept. 15; arrives and leaves Charleston Sept. 20; arrives New York Sept. 22.

Letters to the Editor

The Army Blue Uniform—

Editor, ARMY AND NAVY JOURNAL:

I submit the following remarks on the Army uniform, in response to the invitation published in your issue of July 11, 1936, in connection with your article on the blue uniform:

I am heartily in favor of the adoption of a relatively simple blue uniform for all ranks, as described in your article. I do not favor the addition of gold braid for special occasions. I do not see that these additions would be justified, for either day or evening wear. The simple uniform seems sufficient for all day-time occasions. For formal evening occasions, no amount of gold braid would compensate for the lack of an expanse of white shirt-front, to which we have become accustomed. While the simple blue uniform should be accepted for evening wear, we should continue to rely largely, as at present, on the permissive use of military or civilian evening clothes.

Personally, I hope that the mess jacket will not soon be outlawed, for the simple reason that I have recently invested in an outfit of that kind.

If the blue uniform is adopted, I hope that we will eventually have a simplification of the OD uniform, to make it more comfortable and more appropriate for actual field service. My views on that subject were set forth at some length in a letter to the Editor of "The Military Engineer," published in the March-April, 1936, issue of that publication. An extract from the same letter was also published in the "Celebrations" Department of the "Infantry Journal" for March-April, 1936. These articles are doubtless accessible to you, if you should care to look them up. In conclusion, I feel that the ideal solution would be found in early adoption of a relatively simple blue uniform, with eventual simplification of the OD uniform.

Ralph Mills,
Major, Corps of Engineers.

No "All Purpose" Uniform

Editor, ARMY AND NAVY JOURNAL:

I have been an advocate of a blue uniform for a long time, and therefore am heartily in favor of the present talk of reviving it. It has been my sincere conviction that the present idea of one "all-service" uniform is basically unsound. By no possible stretch of the imagination can the clashing contrast of olive drab coat and white shirt be considered either dressy, or even harmonious from a color standpoint, and the necessity of having it so well-fitted for dress purposes has absolutely prevented it being used in the field. The result has been that the Army has had neither a true dress uniform nor a serviceable field uniform. At the same time it has been terribly expensive, and in my opinion much more so than if we had had the blues. Without the necessity for using the same uniform for both dress and work, serviceable but less expensive material can be used in obtaining our O. D.'s, and less expensive tailoring need be employed.

In this connection may I be so bold as to interject a few of my own ideas regarding our uniform, based upon three years as an enlisted National Guardsman and over nineteen years as a Regular Officer. For the proposed "blues" I recommend something along the lines of the Marine Corps blues, but without the Sam Browne belt. Maybe the sewed in belt as used by the Air Corps might be adopted. As the blue uniform is essentially an evening garment, I suggest a blue overcoat, piped with the appropriate arm or service color, instead of the present homely and expensive cap. It is snappy looking and is easily disposed of when not worn. If both a dress and a formal dress uniform is felt to be needed, then let's not repeat the mistake from which we are now trying to escape, and have another "all-purpose" uniform, but let us have two blues. Keep the present mess jacket for formal wear. With the substitution of the over-seas cap for the present cap.

In the O. D. uniform, do away with the present style breeches for all dismounted troops, and adopt the long trousers for all garrison training. For field service give

the men a laced canvas leggin. The breeches are not the proper thing for the Infantry, especially, and in different parts of the country where it is necessary to do a lot of climbing the situation is frankly faced, and troops do their training in fatigue clothes. Drop the attempt to make a coat out of the shirt and return to the medium height collar with the insignia of rank on the right side and the organizational insignia on the left. When the silly leather field belt now in use, but probably to be abandoned soon, has been done away with, the shoulder straps will also be unnecessary. If the present coat is kept, then make it loose-fitting and cut so that exercise can be taken while wearing it. I suggest, though, that it be dropped and something on the order of the Northwest lumber-jack's mackinaw shirt be adopted—with a zipper front. It is warm, rain-proof, and a man can work in it.

In my opinion our present style cap is one of the homeliest articles of our uniform—and without a doubt the most useless. It does not protect the head against either sun or rain. With the O. D. uniform I recommend we use the present campaign hat. It is distinctly American, among other advantages, and its utility has been demonstrated in many countries over a period of many years. The writer has worn it in the Philippines, Hawaii,

(Continued on Next Page)

OBITUARIES

Rear Adm. Thomas Jefferson Cowie, former paymaster general of the United States Navy, died July 16, at his home in Washington, D. C.

Admiral Cowie was born 79 years ago in Montezuma, In., and was educated in private and public schools in Washington. He was married in 1881 to Susan M. Gedney, of Washington.

He was appointed assistant paymaster of the United States Navy in 1880 and rose through the ranks to the post of paymaster general. He also was chief of the Bureau of Supplies and Accounts.

During the Japanese-Chinese War he served as intelligence officer aboard the USS Monocacy.

He was presented the first Liberty Loan medal made of German cannon and was praised highly for his record in the Navy Liberty Loan office during the World War.

He was senior vice commander in chief of the Military Order of the World War from 1922 until 1929, and was commander in chief the following year.

He had been secretary and treasurer of the Navy Mutual Aid Association since 1921. Admiral Cowie was a Mason and belonged to the Army and Navy and Chevy Chase clubs.

He is survived by his widow and a daughter, Mrs. Ethel Robinson, wife of Capt. Clyde Robinson, who is in charge of Dahlgren Proving Grounds.

Funeral services will be held today, July 18, at 10 a. m. at Spauldine Funeral Parlor, 1623 Connecticut Avenue Northwest, Washington, D. C. Burial will be in Arlington Cemetery.

Rear Adm. Harry A. Field, USN-Ret., died July 1, on the eve of his 74th birthday. Death followed an operation at the Naval Hospital in San Diego, Calif.

Since his retirement Dec. 31, 1921, he had made his home in San Diego, and was active as president of the State Board of Pilot Commissioners for that port.

Admiral Field entered the Naval Academy as Cadet Engineer, Oct. 1, 1879. He was graduated in the class of '83, served in the Navy 42 years, and saw the change from sail to steam. He was attached to the old USS Philadelphia at Honolulu when the Island republic flag was lowered for the United States colors.

He was one of the survivors of the USS Nipsic lost in the Samoan hurricane of 1889.

Admiral Field's first command was the USS Zaphiro during the early days of the Philippine occupation. He served many years on the armored cruiser Tennessee having been attached to her before the ship was commissioned and being her Executive Officer on the cruise around the Horn in 1908. During the Balkan war when the Tennessee was

Rear Admiral Knight's flagship in Turkish waters, Admiral Field served as aide in addition to being in command of the ship.

During the World War he served in Washington, D. C. and assumed command of the Puget Sound Navy Yard

Births • Marriages • Deaths

(No charge for service notices in this column. Please notify promptly.)

BORN

CARTER—Born at North Louisiana Sanitarium, Shreveport, La., June 18, 1936, to 1st Lt. and Mrs. M. I. Carter, AC, USA, a son, Merlin Ingels Carter, Jr.

DUE—Born at Letterman General Hospital, San Francisco, Calif., June 18, 1936, to 2nd Lt. and Mrs. William F. Due, Inf., USA, a daughter, Dianne, Rodriguez Due; granddaughter of Maj. Daniel Rodriguez, USA-Ret.

DUSSAULT—Born June 30, 1936, to Lt. and Mrs. G. A. Dussault, USN, a daughter, Nancy Elizabeth.

MCLEAN—Born at Coronado, Calif., June 18, 1936, to Lt. (jg) Gordon A. McLean, USN, and Mrs. McLean, a son.

MALIN—Born at Letterman General Hospital, San Francisco, Calif., July 3, 1936, to Capt. and Mrs. Howard Alexander Malin, Inf., USA, a daughter, Gwendolyn Newlove; granddaughter of Mr. Caleb Horps Mallin, of Malvern, Pa., and of Maj. and Mrs. George Newlove, USA-Ret.

MASSARO—Born at Station Hospital, Ft. Sam Houston, Tex., July 9, 1936, to Capt. and Mrs. Joseph Massaro, QMC (FA), USA, a son, David Vernon.

NORVELL—Born at Mercy Hospital, San Diego, Calif., June 21, 1936, to Lt. (jg) and Mrs. William C. Norvell, USN, a son, William Norvell, Jr.

SCHPEPS—Born at Akron, Ohio, July 8, 1936, to 1st Lt. and Mrs. Madison C. Schpeps, Inf., USA, a son, Winston Moffatt.

SPANGLER—Born June 30, 1936, to 1st Lt. and Mrs. Richard S. Spangler, CAC, USA, a son, Richard.

SULLIVAN—Born at Mercy Hospital, San Diego, Calif., June 17, 1936, to Lt. (jg) and Mrs. Dennis Joseph Sullivan, USN, a son.

TOW—Born at St. Luke's Hospital, Bethlehem, Pa., July 11, 1936, to Capt. and Mrs. William M. Tow, Inf., USA, a son.

TURNER—Born at Mercy Hospital, recently, San Diego, Calif., to Ens. and Mrs. Vernon Clark Turner, USN, a daughter.

MARRIED

BOONE-KIRKWOOD—Married at Claremont, Calif., June 19, 1936, Mrs. Grace Munn Kirkwood to Col. Abbott Boone, FA, USA.

BUNCE-BANKS—Married at the First Presbyterian Church, Alhambra, Calif., recently, Miss Carmen Elizabeth Banks, daughter of Mr. and Mrs. C. A. Banks, to Lt. (jg) Peris Graves Bunce, USN.

BURNS-SWAN—Married at Reno, Nev., July 10, 1936, Mrs. Eleanor Gates Swan, stepdaughter of Lt. Comdr. Francis Malle, USN, to Mr. Edward Burns.

CAMPBELL-HARTLEY—Married at Leadville, Col., July 9, 1936, Mrs. Jane Hartley to Maj. J. E. Campbell, MC, USA.

CARRITHERS-RICKETTS—Married at Balboa, C. Z., May 9, 1936, Miss Carol Ricketts to 1st Lt. Truman W. Carrithers, FA, USA.

CONWAY-RAY—Married at Saugatuck, Mich., July 11, 1936, Miss Louise Ray to Capt. Thomas Tilson Conway, USA-Ret.

HYDE-MARTIN—Married at Flushing, N. Y., July 9, 1936, Miss Margaret Martin to Ens. John M. Hyde, USN.

ISELEY-GERMAN—Married at Brooklyn, N. Y., July 2, 1936, Miss Clara Helen German to 1st Lt. Charles Marvin Iseley, Cav., USA.

FUSSELMAN-GURNETTE—Married at Norfolk, Va., June 28, 1936, Miss Lenora Gurnette to Lt. (jg) Raymond O. Fusselman, USN.

MAPLES-DUNHAM—Married at Yuma, Ariz., June 10, 1936, Miss Mary Jean Dunham, daughter of Lt. Comdr. and Mrs. Samuel V. Dunham (SC), USN, to Ens. Hugh Marion Maples, USN.

O'BRIEN-O'NEILL—Married at Coronado, Calif., June 24, 1936, Miss Katherine O'Neill, daughter of Mr. James O'Neill of Annapolis, Md., to Lt. (jg) Joseph E. O'Brien, USN, of the class of 1931, Naval Academy.

ROEDER-FITCH—Married at Coronado, Calif., July 11, 1936, Miss Kathleen Fitch to Lt. (jg) Bernard F. Roeder, USN.

SHAW-PHILLIPS—Married recently, Miss Joy Phillips to 2nd Lt. S. R. Shaw, USMC.

SHOLARS-ALEXANDER—Married at Yuma, Ariz., June 27, 1936, Miss Lauranne Alexander, daughter of Capt. and Mrs. George

and Thirteenth Naval District in September, 1918.

He is survived by his wife, Julia Waters Field, and a daughter, Julia F. Thornburgh, widow of Lt. Comdr. Lewis Thornburgh (CBO). Interment will be at Arlington in the fall.

A. Alexander, USN, to Mr. Standifer Sholars.

SMALLWOOD-OLDFIELD—Married at Elkton, Md., July 11, 1936, Miss Adelaide Oldfield to Capt. Eugene C. Smallwood, CAC, USA.

SMITH-SOMERS—Married at Auburndale, Mass., June 18, 1936, Miss Dorothy Somers, daughter of Lt. Col. and Mrs. Richard H. Somers, OD, USA, to Mr. John W. Smith.

SPEERING-LYNCH—To be married at Manila, P. I., today, July 18, 1936, Miss Lois Hill Lynch, daughter of Col. and Mrs. Arthur James Lynch, QMC, USA, to Mr. Irving Gravelly Speering.

STRAUSS-O'MALLEY—Married at Fort Myer, Va., July 10, 1936, Miss Betty O'Malley, daughter of Comdr. and Mrs. John O'Malley (MC), USN, to 2nd Lt. Robert Hollis Strauss, Cav., USA, son of Lt. Col. and Mrs. Harold A. Strauss, AC, USA.

STONEMAN-BEATTIE—Married at San Gabriel, Calif., June 20, 1936, Miss Frances Beattie to Mr. George Stoneman, grandson of the late Gen. George Stoneman, a former governor of California.

STREETER-LUDOWIG—Married at Upper Montclair, N. J., July 11, 1936, Miss Vivian Ludowig to 2nd Lt. Schuyler Streeter, Cav., USA.

WOOD-FINN—Married recently, Miss Doris Finn to 2nd Lt. Charles H. Wood, Inf., USA.

DIED

ASSERSON—Died at Mountain Lakes, N. J., July 10, 1936, Lt. Col. Henry B. Asserson, OBC, father of Lt. Raymond Asserson, USN-Ret. and brother of Capt. William C. Asserson, USN-Ret.

BOWEN—Died at Chickamauga, Ga., June 21, 1936, Mrs. Albert Sidney Bowen, mother of Mrs. James J. Coghlan, wife of Major Coghlan, USA-Ret.

COWIE—Died at his home at the Burlington Hotel, Washington, D. C., July 16, 1936, Rear Adm. Thomas Jefferson Cowie, USN-Ret., father of Mrs. Ethel Robinson, wife of Capt. Clyde Robinson, USN.

GOLD—Died at Ontario, Canada, July 8, 1936, M. Sgt. Orville M. Gold, USA.

JONES—Died at Wichita, Kans., July 11, 1936, Mrs. Edna P. Jones, mother of Mrs. Lucian D. Bogan, wife of Major Bogan, Inf., USA.

KAISER—Died at Washington, D. C., July 12, 1936, Gun. Sgt. Raymond M. Kaiser, USMC.

MCLEMORE—Died at Coronado, Calif., July 15, 1936, Mrs. Maude S. McLemore, widow of the late Col. Albert S. McLemore, USMC, and daughter of Mrs. William G. Manley, wife of Capt. William G. Manley, USMC.

MANFIELD—Drowned at Y. M. C. A. Camp, Pine Hills, Calif., July 2, 1936, Gale Mansfield, aged 10 years, son of Lt. Col. H. Mansfield (ChC), USN, and Mrs. Mansfield.

NELSON—Died at Station Hospital, Ft. Benning, Ga., July 13, 1936, Julia Nelson, infant daughter of 1st Lt. and Mrs. R. T. Nelson, Inf., USA.

PLATT—Died at San Francisco, Calif., July 3, 1936, Mrs. Charles B. Platt, mother of Mrs. L. L. Pendleton, wife of Lt. Col. L. L. Pendleton, CAC, USA.

REISINGER—Died at Los Angeles, Calif., July 10, 1936, Lt. Col. James W. H. Reisinger, Jr., USA-Ret.

RICHARDS—Died from drowning at St. Augustine, Fla., July 10, 1936, Edgar Richards, son of Maj. Walter L. Richards, MC, USA.

RUMPLE—Killed in balloon crash, near Cogar, Okla., July 10, 1936, M. Sgt. Ralph J. Rumble, USA.

SHURTLEFF—Died by drowning at Gorgona Beach, C. Z., July 12, 1936, Lt. Col. Dwight K. Shurtleff, OD, USA.

SIMMONS—Died at Washington, D. C., July 10, 1936, Mac. Mate Odin Simmons, USN.

SMITH—Died at Marion Hotel, Little Rock, Ark., July 14, 1936, Capt. Charles M. Smith, Inf., USA.

TUCKER—Killed in balloon crash near Cogar, Okla., July 10, 1936, Sgt. Douglass M. Tucker, USA.

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Urge Navy Dirigible Program

Resumption of rigid airship development by the Navy was urged this week by a committee of the Business Advisory Council of the Department of Commerce.

Pointing to a parallel between Merchant Marine and lighter-than-air in trans-oceanic activity the committee asserted, "We feel that the Navy has—or should have—much the same interest in lighter-than-air craft that it has in the Merchant Marine."

The committee recommended for the Navy:

1. Restoration of the Los Angeles to flying status.
2. Training of additional personnel.
3. Construction of new training ship.
4. Enlargement of blimp activity.
5. Construction of larger blimp.
6. Evaluation of new designs.
7. Development of Diesel engines for aircraft.

Meanwhile, the Navy General Board continues its consideration of the problem. Three additional officers were assigned to make trips on the German Zeppelin Hindenburg. They are, Lt. Comdr. Francis W. Reichelderfer, Lt. M. D. Flaherty, and Lt. Gerald D. Zurmühl.

In its report the committee of business advisors stated:

"Lighter-than-air activities in the United States are virtually at a standstill and this situation is unfortunate in view of the large private and governmental investments which have already been made in this field and the repeated demonstrations of the practicability of lighter-than-air operation offered by the Germans.

"American indifference appears to be due to lack of information in the public mind and, what is more important, to overemphasis of the misfortunes which have accompanied the operations of military and naval airships.

"It will probably surprise most people to learn that not one single commercial passenger—that is, a passenger paying his way and travelling aboard a lighter-than-air craft—has ever been killed or injured in the history of lighter-than-air navigation. All the catastrophes have occurred to naval or military ships, with the exception of smash-ups on commercial craft when only the crew were aboard. In making this statement we include the whole world, not merely the United States. We would like to point out in this connection that the three disasters to the Navy's rigid airships occurred while the art of aviation in the United States was in an experimental stage.

"Up until the first of January, 1936, the Graf-Zeppelin alone had made one hundred and eleven trans-oceanic crossings; and had carried 12,000 passengers, 78,600 pounds of mail and 111,500 pounds of freight, with complete safety. Altogether, including trips over land, commercial airships have transported approximately 250,000 passengers, for long or short distances, without any sort of injury to any passenger.

"There is a close parallel, according to our judgment, between the American Merchant Marine and lighter-than-air trans-oceanic activity. We feel that the Navy has—or should have—much the same interest in lighter-than-air craft that it has in the Merchant Marine. We are of the opinion that encouragement of a substantial nature should be given by the Government toward the development of lighter-than-air ships as a commercial proposition carried on by private enterprise. As an initial impetus in this direction we recommend that the Navy enlarge its present lighter-than-air program in order to make available the experience already gained and the equipment in a national emergency. This suggestion is in accord with the current approved naval policy with reference to lighter-than-aircraft which has been in effect in substantially the same form for a number of years. The following paragraph is quoted from current naval policy:

"To build and operate rigid airships as necessary to determine their usefulness for naval and governmental purposes and their commercial value."

"It is worth noting that in the Merchant Marine Act of 1936 creating a Maritime Commission as an independent agency of the United States Government, provision is made for the inclusion of lighter-than-air vessels within the Maritime Commission's jurisdiction. One type of ship floats in the water, and another type floats in the air; they both perform a similar service; that is, they are both engaged in transporting passengers and merchandise across the ocean.

As it is necessary to subsidize the construction and operation of merchant marine vessels, it will also be necessary to subsidize lighter-than-air ships. Just as in the case of surface vessels, the lines of lighter-than-air ships ought to be operated as private enter-

prises with private capital commercially invested. Airships are no longer toys, to be run for amusement or adventure. To take them out of the toy class we must get people to put their money in them and—with government aid if necessary—operate them as a business.

"Still further, as in the case of subsidized surface vessels, it is required that all the features necessary for national defense are prescribed by the Navy, so in the case of lighter-than-air vessels there should be included the features of construction which would enable them to be used as auxiliaries in a national emergency. ***

There follow suggestions of features to be included in commercial and naval programs which should be started as soon as possible:

Basic Commercial Program

"1. Negotiation of reciprocal agreement with foreign powers.

"2. Construction of Atlantic Coast commercial operating facilities for trans-oceanic airships.

"3. Construction of two large rigid airships suitable for trans-oceanic operations to alternate with two foreign airships in giving regular service.

Naval Cooperation With Commercial Program

"We believe that the Navy Department is willing and anxious to make available, in the furtherance of a commercial lighter-than-air development, its experienced personnel and its facilities for operating lighter-than-air craft, etc., to aid in operation, design, inspection and training of personnel, but will need special funds for this purpose. While recognizing the importance of rigid airships in commercial operations and desiring their availability in time of war, there is some doubt that the Navy Department will recommend the expenditure of naval appropriations for the construction of rigid airships purely from the point of view of efficiency of national defense.

"The Navy Department has a large investment in airship housing and handling facilities. The naval airship base at Lakehurst, together with its equipment, mooring masts, riding-out tracts, and docking equipment, is lying dormant as far as large American airship operations are concerned. Most of the Navy airship personnel has gone to sea or been assigned to other duties.

"The cooperation of the Navy is greatly needed in the commercial development of airships, and, if the Navy is to be prepared to take over and operate American-owned airships in a national emergency, then the Navy must maintain trained and efficient personnel and must keep abreast of all technical operating and construction developments.

"For this purpose, the following steps are recommended for the consideration of the Navy Department:

"1. Restore the Los Angeles to flying status, to serve for training and flight experimentation until a new training ship becomes available.

"2. Initiate a program of training of additional operating personnel, such personnel to consist of naval reservists for use in commercial operation but available to the Navy in time of war.

"3. Construct or buy a rigid training ship of moderate size, to replace the Los Angeles, this ship to have a reasonable cruising range and be capable of carrying airplanes. (This project has been recommended by a number of authoritative groups such as the Joint Committee to Investigate the Akron Disaster, the U. S. General Board, and the Federal Aviation Commission).

"4. Continue the present blimp activity on a somewhat larger scale, as necessary for training purposes and to provide a nucleus for expansion in a national emergency.

"5. Utilizing the technical assistance of the National Advisory Committee for Aeronautics, and other technical advisers, undertake the construction of the next largest practicable sizes of pressure type (blimp) airships both fabric and metal hulled. (This is a logical step in the development of more efficient coastal patrol types.)

"6. In cooperation with the National Advisory Committee for Aeronautics, examine and evaluate promising new but undemonstrated designs; then construct trial or experimental units of some recommended types, definitely recognized as part of an experimental research program.

"7. Take action toward extension of the promising single-cylinder development work of the National Advisory Committee for Aeronautics, to the end that the Navy Department may develop Diesel engines of from 1500 to 2000 hp. applicable to both airplane and airship use.

"In making these suggestions for a program of naval cooperation, the Committee has attempted to restrict itself to those matters of policy and procedure which have the most direct bearing on the success of commercial development. There is one other matter which is more strictly a question of general naval policy, but which the Committee believes has an important bearing on this whole subject. It is recommended to the Navy Department that provision be made to insure that naval personnel who specialize for continued periods in lighter-than-air craft or other pioneering endeavors should be continued in their spe-

cialty for as long a period as consistent with the best interests of the naval service and of the individual. To require a wide variety of general duties from specialists, particularly during the early pioneering period, would defeat or delay advancement of any new project, from a pioneering to a service status. It is to the welfare of any new project to insure adequate personnel and technical continuity, so that subsequent personnel does not repeat mistakes and make for costly duplication of pioneering effort.

Summary

"The above features of the basic and auxiliary programs recommended, as well as expansions and extensions which may appear expedient as the airships prove their success and value, may be initiated by an immediate action program which will serve to delineate a proper course for immediate commercial and naval action pending the adoption of the necessary enabling legislation.

"Therefore, as a course for immediate action we recommend:

"1. That the National policy toward airships should be to undertake further construction and operation of rigid airships in commercial and naval service and this policy should be immediately publicized, recognized, and vigorously prosecuted.

"2. That the Navy Department continue as the service department charged with the development of military airships.

"3. That the Department of Commerce, which is now charged with Shipping and Air Commerce, be also charged with the execution of the commercial phases of the above policy.

"4. That the above agencies, together with other governmental agencies directly or indirectly concerned, cooperate immediately to present to the next Congress, requests for such legislation and appropriations as may be required to carry out this policy.

"5. Pending the Navy's acquisition of a modern training airship, fly the Los Angeles and resume training of Naval and commercial personnel.

"As soon as enabling legislation and adequate private and Federal funds can be obtained, start the following construction program:

"1. An East Coast terminal for use by commercial trans-Atlantic airships.

"2. The first of the commercial rigid airships to immediately alternate with foreign service.

"3. The moderate-sized Navy rigid airship for training purposes.

"4. One smaller experimental Navy airship as a step in the development of promising types."

Letters to the Editor

(Continued from Preceding Page)

and on the Mexican Border, and even on civilian surveying jobs all over the United States—and has no patience with those in our service who are constantly belittling it. Especially regrettable is the present trend towards ordering troops to wear the cap with the shirt. With all due respect to the guardians of law and order, it has a tendency to make the Regular soldier look like a civilian police officer, or a "tin school" cadet. And the Army should be a distinctive enough profession to avoid looking like either. Also, so many janitors, gas station attendants, chauffeurs and other pursuers of manual vocations wear shirts and caps, that it seems a pity we have to copy them! In fact, about the only people who do not copy our styles of shirt and cap are the hunters, trappers, guides and other outdoor people—and that, if one thinks about it, is some little commentary of its own!

Major, Infantry.

Opposes Dress Uniform

Editor, ARMY AND NAVY JOURNAL:

I DO NOT FAVOR A RETURN OF THE BLUE UNIFORM! Please print that in capital letters. I am definitely opposed to it on psychological, sociological, political, financial, professional and every other grounds. My reasons are as follows:

1. It is a return. Nothing is to be gained by retrogression in any form. We tend to be far too reactionary as it is. The blue uniform stands for the army of a simpler, more leisurely day when war was considered unpleasant but gentlemanly withal; when the most arduous duty of the day consisted of watching evening parade followed by drinks at the Officers' Club. The present day officer and soldier works and is entitled to his evening relaxation in civilian clothes. A return to the leisurely ways of our pre-war Army might be desirable but unfortunately, not possible. It seems there was a little fracas in France a few years back

that changed things. Have we forgotten it?

2. The blue uniform is a dress uniform. All international authorities agree that the world is on the verge of a new and more devastating conflict that no one seems able to stop. This is no time for dress. It's time for work if our Army is going to be ready to protect our country. What we need far more than a dress uniform is a more suitable work uniform.

3. It is said a wave of militarism is sweeping the world. The word was once in good repute. Today it carries connotations of exalting and glorifying war. A dress uniform is part of that purposeless panoply of war which indeed seeks to glorify it. Is the necessity for a dress uniform urgent enough to warrant putting this extra ammunition in the hands of our critics? I can hear the howls from the pacifists now. It will be a field day for them.

4. Ours is a citizen Army. The Regular Army is but a small part of our forces. Is it contemplated requiring our Reserve and National Guard officers to burden themselves also with this needless expense or is the blue uniform to serve as a means of distinguishing the Regulars from the civilian components? It might be desirable but is it advisable?

Let us view the project from a historical standpoint. Uniforms were first introduced for purposes of discipline. Since in earlier times the military formed a superior caste, armies vied with each other to strut before civilians in the gaudiest possible combinations. Need I remind the reader that the United States is supposed to be a democracy? Since weapons then in use were effective only at short ranges, protective coloration did not enter into the matter and the same uniform could be and was worn to war. Is this true today? The purposes of a uniform today are discipline, identification and protective coloration. None of these call for a blue uniform. One more reason you say—pride in the service. Is pride a matter of blue cloth and gold braid? It is far more apt to be based on a confidence in our Army's ability to fight, rather than to look snappy at tea-parties.

No, I cannot see a single justification for a return of the blues. I can think of no one who would want it except a chronic exhibitionist, an inferiority complex seeking sublimation, an incurable jingo or an incipient fascist. Will the next step be a return to the Roman salute?

What good will it accomplish anyway? True, the American soldier looks sloppy in his O. D. uniform. Will changing its color to blue make him look any the less sloppy?

We do not need a new dress uniform but we do need a new *work* uniform. Our working clothes are out of date. The major part of our army is now motorized yet we all continue to wear riding breeches and riding boots. How many pairs of spurs worn today ever see a horse? Ever tried to keep a service hat on in an open motor vehicle going 35 miles an hour? Ever tried to salute with the saber from a sedan or station wagon? Ever watched a gun crew manhandle a 75, a mechanic under a vehicle, an infantryman advancing by squad rushes, in a blouse? Hardly an item but is antiquated and more of a hindrance than an aid. Must soldiers always be as uncomfortable as possible in the interests of a snappy parade appearance?

Let us have a neat one piece O. D. jumper suit with long trousers and a polo shirt collar, with a zipper closing from crotch to neck. Two weights, winter and summer, with both washable so that two suits of each type will suffice. All brass buttons, braids, insignia, etc. eliminated except small insignia of rank, branch and regiment. Let the collar button up close around the neck when wearing a gas mask so that the impregnated cloth may fully protect the body from mustard gas, but at all other times go unbuttoned. Let the trouser bottoms buckle inside short boots in the Italian manner for field service. Let the cavalry and officers wear jodhpurs if they must but riding boots at sixty per—no. Let there be no tight belt about the waist to force the stomach out to hold it up.

(Continued on Next Page)

Navy Vessels Busy

This week finds the Navy ship of the smallest tonnage and the lowest complement of officers and crew, occupying the most prominence in the news. Reference is made to the mine sweeper Owl, attached to Aircraft, Base Force, and commanded by Lt. Comdr. Clyde C. Laws, USN. The Owl dropped her anchor in the port of Bar Harbor, Maine July 10, to act as tender to the naval seaplanes that have been detailed to serve the President while he is cruising in the sailing yacht Sewanna, departing from Pulpit Harbor, Me., July 14, enroute to Campobello, Nova Scotia. The Owl's presence in Bar Harbor was provisional for the big passenger liner, Ironclad carrying 200 passengers which grounded on a rocky island in the harbor in a fog in the early morning of July 12. The Owl pulled her off and into safe water. There were no tugs or other salvage equipment nearer than Bangor, more than 100 miles distant.

Also on the Maine coast this week are the President's yacht, the USS Potomac, under the command of Lt. A. Dayton Clark and the destroyer Hopkins, both serving in connection with the President's cruise. The Coast Guard Cutter Ticonderoga is also present with the Navy craft for the same purpose.

Two ports in Maine are preparing to welcome the New Orleans and the Astoria, which have been at Newport the past week. These cruisers are scheduled for visits to Portland, Maine, arriving August 9 and until the 14th, in the case of the New Orleans, and until the 19th, for the Astoria. From Portland, both ships will go north to Bar Harbor for the annual tennis matches there.

Eight of the battleships of the Fleet are at Pearl Harbor, Hawaii this week having arrived July 14, after seven days steaming from San Francisco. The Mississippi proceeded direct to the Islands from the Navy Yard, Bremerton, where her berth has been filled by the West Virginia which departed thence from San Francisco on the 14th. Also at

Bremerton, is the California, undergoing routine overhaul.

The New York, under the command of Capt. Leo F. Welch, arrived at San Francisco July 11, disembarked her R.O.T.C. detachment, whose homes are in northern California, and up-anchored on the 15th for Seattle to disembark her University of Washington R.O.T.C. men. The New York has been cruising these students to Honolulu and return. She is slated to remain in the waters of Puget Sound until the last day of July.

The Oklahoma, accompanied by the Wyoming and the Arkansas of the Training Squadron, left Göteborg, Sweden on July 9, and are due in their next port in European waters, Cherbourg, France, on July 28 for a three day visit, on the conclusion of which they will head westward and home. After the midshipmen are disembarked from the Oklahoma, she will proceed to the West coast to rejoin the battle fleet. Before this happens, the Oklahoma is scheduled to go to the Navy Yard Norfolk for certain changes in her guns.

The Colorado and the Nevada have been the only stay-at-homes among the battleships. They have served as gunnery ships at the Long Beach-San Pedro base. Now at Pearl Harbor, are the Pennsylvania, flagship of Adm. Arthur J. Heppburn, the New Mexico, flying the flag of Adm. William D. Leahy, commander in chief of the Battle Force, the Texas, Tennessee, the Maryland, Idaho, Arizona, and the Portland, attached to the cruisers, Scouting Force, which is undergoing overhaul.

Vice Admiral Kempff is using the Maryland as his flagship while the West Virginia is absent in the navy yard. Rear Admiral Block is in the Arizona. Rear Admiral Taussig is in the Idaho and Rear Admiral Simons is on board the Texas.

Admiral Fenner's heavy cruisers, attached to the Scouting Force, have been enjoying the past week at anchor in the harbor of Seattle. The absentees, from the main body are the Portland, at the

navy yard, Pearl Harbor, the Pensacola at Mare Island, the Northampton at Bremerton, the Indianapolis, looking very disconsolate at the Navy Yard, New York, and the Tuscaloosa and Louisville, gunnery ships at the base at San Pedro.

At Seattle this week, are the Houston, flagship of Vice Admiral Tarrant, commander of the Scouting Force, the Chicago, flying the flag of Rear Admiral Fenner, the Chester, commanded by Capt. Harry J. Abbott, the Minneapolis, commanded by Capt. Chester H. J. Keppler, the Salt Lake City, and the San Francisco, under the command of Capt. "Pete" Beck.

The carriers, commanded by Vice Adm. F. J. Horne, are slated to be relatively inactive in July. The Lexington and Saratoga remain at anchor at San Pedro, the Langley is at her pier at North Island, San Diego, and the new Ranger is at the Navy Yard Bremerton.

Of the seven light cruisers, battle force, under the command of Rear Adm. Walter N. Vernon, three are in Puget Sound waters this week, two are at their base at San Diego, and the Cincinnati is at the navy yard Mare Island. The stay at homes are the Marblehead and the Trenton. The Omaha, with Admiral Vernon on board, has spent the week at Seattle with the Milwaukee, while the Concord has crossed the Straits for a visit to Vancouver, B. C. The Richmond, just newly overhauled at Pearl Harbor, arrived at San Diego on the 17th. She is slated to visit San Francisco from the 24th to the 25th, thence to Mazatlan, Mexico, during the last two days in July.

Rear Adm. Clark H. Woodward's Battle Force destroyers are scattered over an area of the Pacific, bounded on the north by Alaska, on the west by the Hawaiian Islands and on the south, by San Diego.

Admiral Woodward himself, in his flagship, the Detroit, has been at anchor at Seattle the entire week. The following

(Continued on Next Page)

Letters to the Editor

(Continued from Preceding Page)

The money thus saved to the government by such a simple, sensible uniform can be used to buy tanks, motor vehicles and tools with which to service them. Result—contentment for the enlisted man, a big saving for the taxpayer and a victory for practicality and modernity.

Active-duty Captain of Field Artillery.

Status of Promotion

ARMY PROMOTION STATUS

Promotions and Vacancies on the Promotion List (Cumulative) since July 10, 1936

Last promotion to the grade of Colonel—William S. Woodruff, Inf., No. 11. Vacancies—6. Senior Lieutenant Colonel if vacancies were filled—William H. Shepherd, FA, No. 12.

Last promotion to the grade of Lieutenant Colonel—Joseph M. Swing, FA, No. 15. Vacancies—8. Senior Major if vacancies were filled—Edwin B. Lyon, AC, No. 25.

Last promotion to the grade of Major—Lawrence Mett, Jones, FA, No. 20. Vacancies—12. Senior Captain if vacancies were filled—Duncan G. McGregor, Ord., No. 33.

Last promotion to the grade of Captain—John F. Mortimer, CAC, No. 234. Vacancies—None.

Last promotion to the grade of 1st Lieutenant—Adrian L. Hoebeke, Inf., No. 318. Vacancies—None.

Non-Promotion List

Medical Corps

Promoted to Captains

1st Lt. Paul H. Jenkins, 1st Lt. Walter P. Manning.

Promoted to Captains

1st Lt. Robert A. Boyce, Jr., Veterinary Corps, Chaplain (1st Lt.) Stanislaus J. Rycek, USA.

NAVY PROMOTION STATUS

July 17, 1936

The following are the last officers who either have been commissioned in or have become due for promotion to the various grades and ranks in the navy.

Line

Rear Adm. Walter S. Anderson, Capt. Willis A. Lee, Jr., Comdr. Fred D. Kirtland, Lt. Comdr. Carl H. Bushnell, Lt. Irwin F. Beyerly, Lt. (jg) Samuel Bertolet.

Medical Corps

Rear Adm. Will M. Garton, Capt. Gordon

D. Hale, Comdr. John B. Farrior, Lt. Comdr. John M. Brewster, Lt. Julius C. Early.

Dental Corps

Comdr. Clemens V. Rault, Lt. Comdr. Raymond D. Reid, Lt. William D. Stagner.

Supply Corps

Rear Adm. Charles Conard, Capt. Duette W. Rose, Comdr. Louie C. Englis, Lt. Comdr. Errett H. Feeney, Lt. Louis L. Lindenmayer, Lt. (jg) Edward S. Rhea, Jr.

Chaplain Corps

Capt. Edward A. Duff, Comdr. Francis L. Albert, Lt. Comdr. Stanton W. Salisbury, Lt. Warren F. Cuthriell.

Construction Corps

Rear Adm. William P. Robert, Capt. W. M. Warfield, Comdr. Andrew I. McKee, Lt. Comdr. Paul E. Pihl, Lt. Victor B. Cole.

Civil Engineer Corps

Rear Adm. Reuben E. Bakenhus, Capt. Henry G. Taylor, Comdr. Kendal B. Bragg, Lt. Horace B. Jones.

MARINE CORPS PROMOTION STATUS

July 17, 1936

Last commissioned Last to make number

Major General

Louis McC Little Louis McC Little

Brigadier General

John C. Beaumont John C. Beaumont

Colonel

Joseph C. Fegan Joseph C. Fegan

Lieutenant Colonel

Franklin A. Hart John L. Doxey

Major

Elmer E. Hall Theodore H. Cartwright

Captain

Raymond F. Crist, Jr. Raymond F. Crist, Jr.

First Lieutenant

Ethridge C. Best G. R. Wright

Fleet Naval Reserve Transfers

Authorizations for the transfer of the following named men to the Fleet Naval Reserve have been issued from July 6 to July 11, 1936, inclusive:

After 20 Year's Service

Marion D. Beck, CTM, Feb. 11, 1937; Napoleon Carroll, CMM, Aug. 19, 1936; Anthony F. Enos, CMM, June 8, 1938; Martin J. Finerty, CMM, Jan. 26, 1937; William E. Hall, CQM, June 22, 1937; Henry Hayes, CMM, July 23, 1936; Sylvester B. Martin, GMic, March 22, 1937; Charles A. McGoldrick, CMM, Oct. 16, 1937; Roy H. Mitchell, MM2c, July 20, 1936; William J. H. Pate, CBrkr, March 23, 1937; Joseph A. Roux, CWT, Aug. 13, 1936; Nelson A. Scott, 8Cic, Feb. 15, 1938; Eugene L. Sloane, GMic, July 15, 1936; Ellwood C. Thompson, CGM, Aug. 29, 1936.

After 16 Year's Service

Robert G. Arneberg, CWT, July 14, 1936; James J. Barr, Pic, July 15, 1936; Samuel R. Boyd, AMM1c, July 15, 1936; Joe Brawner, MM1c, Aug. 18, 1936; Thomas F. Clark, CRM, July 15, 1936; Alfred J. Crawford, PhM2c, March 10, 1937; Francis V. Goodwin, MM1c, Jan. 13, 1937; Gustave V. Johnson, CEM, Aug. 1, 1936; Bert Justice, 8M1c, July 25, 1936; David Kapaku, MM2c, Nov. 1, 1936; Ralph E. Lampman, MM2c, Feb. 1, 1937; Clarence F. Lenz, MM1c, Aug. 7, 1936; Silvestre Perez, Music, Nov. 1, 1936; George R. Pratt, CM1c, April 2, 1937; Garson S. Waldhorn, CEM, Sept. 16, 1936; Harry H. Wilder, MM1c, April 16, 1937; Eugene Wilson, Mattic, July 20, 1936; N. T. Wonnack, MM1c, Sept. 12, 1936.

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Next week's ARMY AND NAVY JOURNAL will carry information and photographs regarding the Fort Knox, Kentucky, phase which will run from August 1 to 15. The following issue will treat of the Camp Custer, Michigan, phase which will get under-way August 8 and continue until August 22. Subsequent issues will give complete coverage.

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MERCHANT MARINE

FINANCE

Study Panama Canal Tolls

The President has appointed a committee to conduct a study of questions affecting determination of proper tolls to be charged vessels using the Panama Canal. The committee will consist of Dr. Emory R. Johnson, Wharton School of Finance and Commerce, University of Pennsylvania; Hon. Arthur J. Weaver, Falls City, Nebraska, former Governor of Nebraska; and Rear Admiral George H. Rock, USN-Ret., Webb Institute of Naval Architecture, New York City, who are well qualified in transportation problems, matters of administration and ship construction.

This committee was appointed under provisions of the Act of Congress approved April 13, 1936 (Public No. 516). The Act authorizes the appointment by the President of a neutral committee to make an independent study and investigation of the rules for the measurement of vessels using the Panama Canal and the tolls that should be charged. By the terms of the Act, the committee is directed to "make such advisory recom-

mendations of changes and modifications of the 'Rules for the Measurement of Vessels for the Panama Canal' as it finds necessary or desirable to provide a practical, just, and equitable system of measuring such vessels and levying such tolls."

On the basis of the report of the committee it is expected that legislation will be introduced at the next session of Congress providing for the abolishment of the present admittedly unsatisfactory dual system and the establishment of a single system for the measurement of vessels which will be drafted with a view to protecting the legitimate interests of vessels using the Canal as well as those of the Government.

The proposed reform, if adopted, according to a statement by Governor Julian L. Schley, will remove "the only feature of Canal administration and operation not based on equity, merit and efficiency." The Canal administration has pointed out many times during the last twenty years that the enactment of legislation eliminating the dual measurement system will place the collection of tolls on the sound principle that toll payment shall be in direct ratio to the earning capacity of vessels as represented by the closed-in space available for the carrying of cargo and passengers.

The aim sought by the adoption of the single system of measurement is not an increase in the revenue of the Panama Canal, but the establishment of measurement rules which will apply equally to all vessels, the maintenance of the Canal on a self-sustaining basis, and the application of rates that will not limit the usefulness of the Canal.

The committee is authorized to hold hearings at which interested parties shall have full opportunity to present their views. The committee is to complete its survey and submit its report and recommendations to the President by January 1, 1937.

Navy Vessels Busy

(Continued from Preceding Page)

destroyers, operating under his command have been visiting around Puget Sound during the week: Chandler, Southard, Hovey, Long, Litchfield, Goff, Reuben James, Bainbridge, and Sturdivant. The Dallas, Broome, Pruitt, and Seward are busy taking out the ROTC and naval reservists.

At their home base, are the tender Melville, the Elliott, Tracy, Overton, Preble, Dahlgren, McCormick, Simpson, Truxton, and MacLeish.

The tender Altair, making her annual cruise, is at Seattle this week and with her are the Perry, Trevor, Wasmouth, and Zane.

The following are at the navy yard, Mare Island: Borie, Aaron Ward, Hale, Buchanan, Crowninshield.

As previously printed, twelve destroyers of Squadron Two, under the command of Captain Poteet, in the tender Decatur, are at Pearl Harbor with the battleships.

Rear Adm. J. O. Richardson, newly in command of the destroyers, Scouting Force, finds two-thirds of his ships on the Atlantic coast, including his regular flagship, the Raleigh, undergoing overhaul at Norfolk. He has hoisted his flag in the tender Dobbin and has been at Port Angeles this week with the Hull, Dewey, and Worden of Division Sixty. The new Aylwin, Farragut, and Monaghan are in Alaskan waters and the new McDonough is at San Diego.

At the Navy Yard, New York for overhaul, are division seven, consisting of the Fox, Hatfield, Kane, and Brooks, and division eight, made up of the Barry, Childs, Gilmer, and Williamson. Div. nine is at Norfolk for overhaul: King, Lawrence, Sands, and Humphries, also the tender Whitney.

Twenty-four destroyers have been attached to the Training Squadron for the summer to handle reservists from the coastal and Gulf states ports from Maine to Texas. These ships constitute destroyer squadron ten and this week they have ranged up and down the coast from Bos-

ton to Guantanamo Bay, Cuba. At Gardiner's Bay, Long Island this week, is Div. 30, consisting of the Taylor, Jacob Jones, Babbitt and Claxton. With them are the Barney and Biddle of Div. 3. The Blakely and Breckenridge of Div. 3 have been at Kingston, Jamaica this week with the Greer, Upshur, and Yarnell of Div. 2.

The Bernadou and Cole of Div. 1 have done two days this week in Guantanamo Bay, Cuba, and two at Charleston, S. C. The Ellis and Dupont of the same division have spent two days in Cuba and one in Jacksonville, Florida.

The Dickerson and Schenck put in the entire week at New York, as did the Jacob Jones, while the J. Fred Talbot and the Tillman were in Boston. The Leary, Herbert, Badger, and Tattnell were also at New York during the week.

U. S. Merchant Ships Inadequate

The construction of 350 commercial ships is essential to the maintenance of the position of the United States as a maritime nation, says a report prepared by the Department of Commerce recently. Proper facilities for the transport of a sufficient share of the nation's foreign commerce and auxiliary strength for the U. S. Navy make such an extensive program necessary, the report said.

The report pointed out that at present the United States has about 380 vessels, excluding tankers, engaged in foreign commerce and of these only 31 are modern. More than 50 per cent of this tonnage is composed of freighters, and by the end of 1941 approximately 90 per cent will be more than 20 years old.

The report continued: "Our plight becomes more impressive when we realize that 85% of our Merchant Marine operating in foreign trade is 14 or more years old, so that in the category of ships that are 10 years of age or less the United States ranks last among the great maritime nations. Of a total of 8,900,000 gross tons of such ships owned by Great Britain, the United States, Germany, Italy, the Netherlands, Norway, and France, the United States owns the pitiable fraction of less than 5%."

"In January, 1936, the sea-going world fleet consisted of 35,924,000 gross tons. Eight of the principal maritime nations owned 29,508,000 gross tons of this total for the carriage of goods and passengers in the international sea-borne trade. In tonnage Great Britain owned 13,067,000 gross tons and the United States owned 3,037,000; Japan, 2,971,000; Germany, 2,687,000; Italy, 2,318,000; France, 2,225,001; the Netherlands, 1,688,000; Norway, 1,515,000 tons.

"Another unpleasant fact is that vessels of principal foreign nations carry over 50% of their own foreign trade, while American vessels carry only one third of our own foreign commerce, which, by comparison, places the United States in an inferior position in the carrying trade, notwithstanding that our country ranks near the top in the volume of commerce she contributes to the world's trade routes."

Elect Reserve Officer

Maj. John T. Daly, JAG-Res., 160 Broadway, New York City, who is Attorney for the Superintendent of Insurance of the State of New York in connection with the liquidation of various title companies, was re-elected Police Justice of Great Neck, Long Island, N. Y., June 16, for a term of four years.

Major Daly is also acting Police Justice for other villages in the Great Neck area and he has served as Chairman of the Great Neck Emergency Employment Committee for the past three years.

Change Cavalry School Dates

The closing dates for three courses at the Cavalry School, Ft. Riley, Kansas, have been changed. The regular course and the advanced equitation course for Regular Army officers will close June 10 instead of June 26, 1937. Also the Advanced noncommissioned officers equitation course for regular army enlisted men will close June 10 instead of June 26, 1937, as originally scheduled.

When answering advertisements please mention the Army and Navy Journal.

Financial Digest

The daily average volume of Federal Reserve bank credit outstanding during the week ended July 8, as reported by the Federal Reserve banks, was \$2,474,000,000, an increase of \$1,000,000 compared with the preceding week and a decrease of \$1,000,000 compared with the corresponding week in 1935.

On July 8 total Reserve bank credit amounted to \$2,472,000,000, a decrease of \$1,000,000 for the week. This decrease corresponds with decreases of \$217,000,000 in Treasury cash and deposits with Federal Reserve banks and \$8,000,000 in money in circulation, and an increase of \$10,000,000 in monetary gold stock, offset in part by increases of \$225,000,000 in member bank reserve balances and \$7,000,000 in non-member deposits and other Federal Reserve accounts. Member bank reserve balances on July 8 were estimated to be approximately \$2,880,000,000 in excess of legal requirements.

Relatively small changes were reported in holdings of discounted and purchased bills, industrial advances and United States Government securities.

Reserves to Year's Duty

Baltimore, Md.—The following additional second Lieutenants, Infantry Reserve, have been ordered to active duty effective July 10, 1936, under the provisions of the Thomason Bill to the post indicated:

To Fort Ontario, N. Y.
R. M. McClain
To Fort Niagara, N. Y.
Joseph Hutkl, Jr.
To Plattsburg Bks., N. Y.
F. E. Larson N. W. Hubler
To Fort Jay, N. Y.
J. D. Russell J. J. Shulcum
W. B. Tyler
To Fort Hamilton, N. Y.
J. M. Wilson
To Fort Wadsworth, N. Y.
C. R. Etzler D. J. Probes

Governors Island, N. Y.—Under the provisions of the Thomason Act the following additional second Lieutenants of the Officers Reserve Corps have been ordered to one year's active duty with the Regular Army at the posts indicated:

To Ft. Sam Houston, Tex.
Osborne B. Jones Charles G. Cassell
To Madison Barracks, N. Y.
Howard L. Snyder R. W. van de Velde
To Ft. Totten, N. Y.
Paul T. Griffith
To Ft. Jay, N. Y.
William R. Mearns
To Ft. Dupont, Del.
B. H. Bloomgarden
To Ft. Niagara, N. Y.
Nicholas L. Tate Wesley B. Edwards
To Ft. Wadsworth, N. Y.
George L. Gruber
To Edgewood Arsenal, Md.
Walter F. Plank
To Ft. Meade, S. D.
Edwin R. Hayes Armistead P. Booker
To Ft. Oglethorpe, Ga.
George E. Sapora Roger E. Towne

Army Chaplains Affairs

Col. Alva J. Brasted, Chief of Army Chaplains, proposes to prepare a study on the subject: "Practical Duties of the Chaplain," to include Regular Army, National Guard, all CCC and other Reserves. In the preparation of this study each chaplain of the three components, with as little delay as possible, is requested to submit to the office of the Chief of Chaplains as complete an outline as possible of chaplain activities, based on his own practical experience. Special attention will be devoted to the subjects of "organizations," the "Sunday Services," "counselling," "pastoral work" and "activities: social, recreational, educational (religious and secular)."

Chaplains of the Sixth Corps Area who wish to attend the Fifth Pastor's Institute conducted by the Divinity School, the Chicago Theological Seminary and the Disciples Divinity House to be held in Chicago, July 27 to Aug. 2, 1936, will be placed on detached service in conformity with paragraph 21 (3), AR 210-70.

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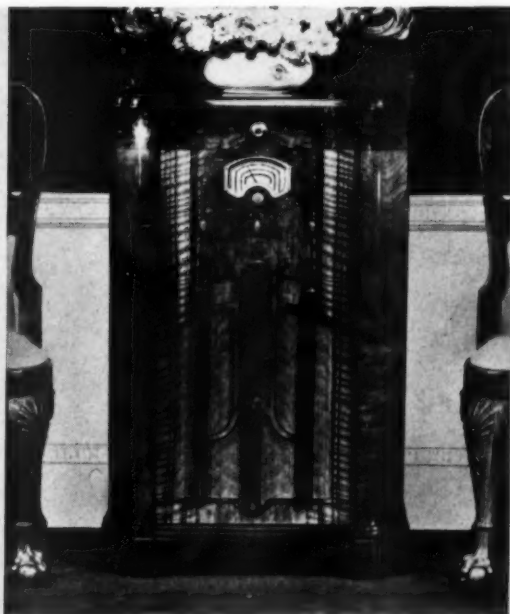
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